MAILGRAM

San Francisco Nov 12 1914

T.Ahern,
San Francisco

On account of closing of cement factory at Davenport on Nov.15th, you may discontinue Sunday service on Davenport Branch, also trains 405 and ~~x~~ 406 between Santa Cruz and Davenport and freight trains 357, and 358 between Santa Cruz and Watsonville Jct. effective Nov.16th.

W.R.Scott

Copy to
H.V.Platt (Our wires date)
C.S.Fee
H.P.Thrall
G.F.Richardson(4)

hbb hf

N PACIFIC COMPANY

CIFIC SYSTEM.)

E TABLE

FOR THE

T DIVISION

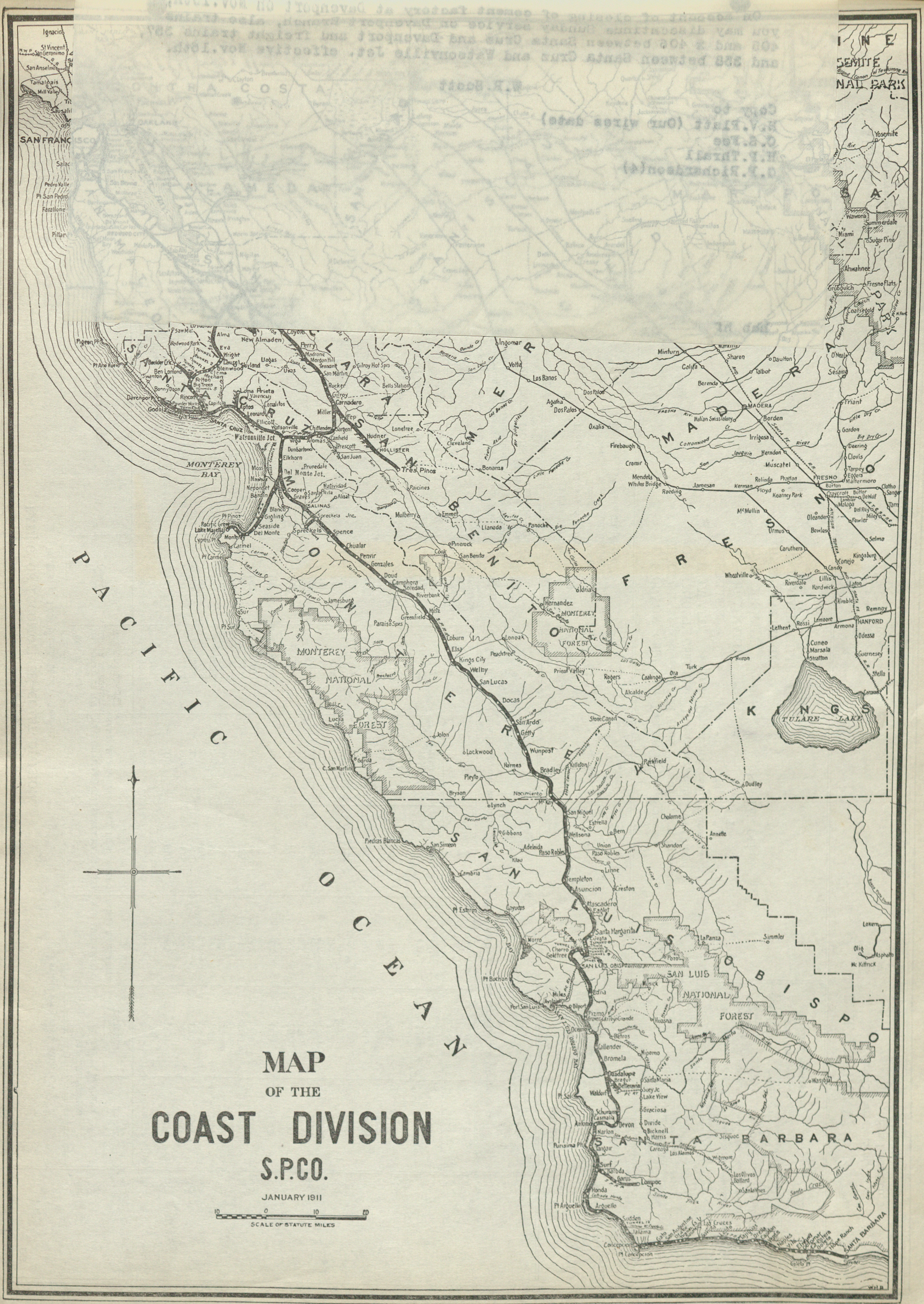
August 30, 1914, at 12:01 A. M.

RD TIME (120th MERIDIAN)

nployes only, and not intended for the use of the public.
ht to vary from this time table at pleasure.

LATT,
istant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.



PACIFIC OCEAN
MONTEREY BAY
SANTA CRUZ
SANTA CLARA
SAN BENITO
MONTEREY
MERCED
MADERA
FRESNO
KINGS
SAN LUIS OBISPO
SANTA BARBARA
MARIPOSA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
TULARE LAKE
SAN FRANCISCO
SANTA CRUZ
SALINAS
HOLLISTER
WATSONVILLE
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
FRESNO
MADERA
HANFORD
YOSEMITE NATIONAL PARK

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

10 0 10 20
SCALE OF STATUTE MILES

SOUTHERN PACIFIC COMPANY

CIFIC SYSTEM.)

9

E TABLE

FOR THE

T DIVISION

August 30, 1914, at 12:01 A. M.

RD TIME (120th MERIDIAN)

nployes only, and not intended for the use of the public.
ht to vary from this time table at pleasure.

LATT,
istant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

MAILGRAM

To be enclosed in *Mailgram Envelope*

MAILGRAM To Save Telegraphing—Use this Blank

C.S.

San Francisco Nov 5 1914

T. Ahern,
San Francisco

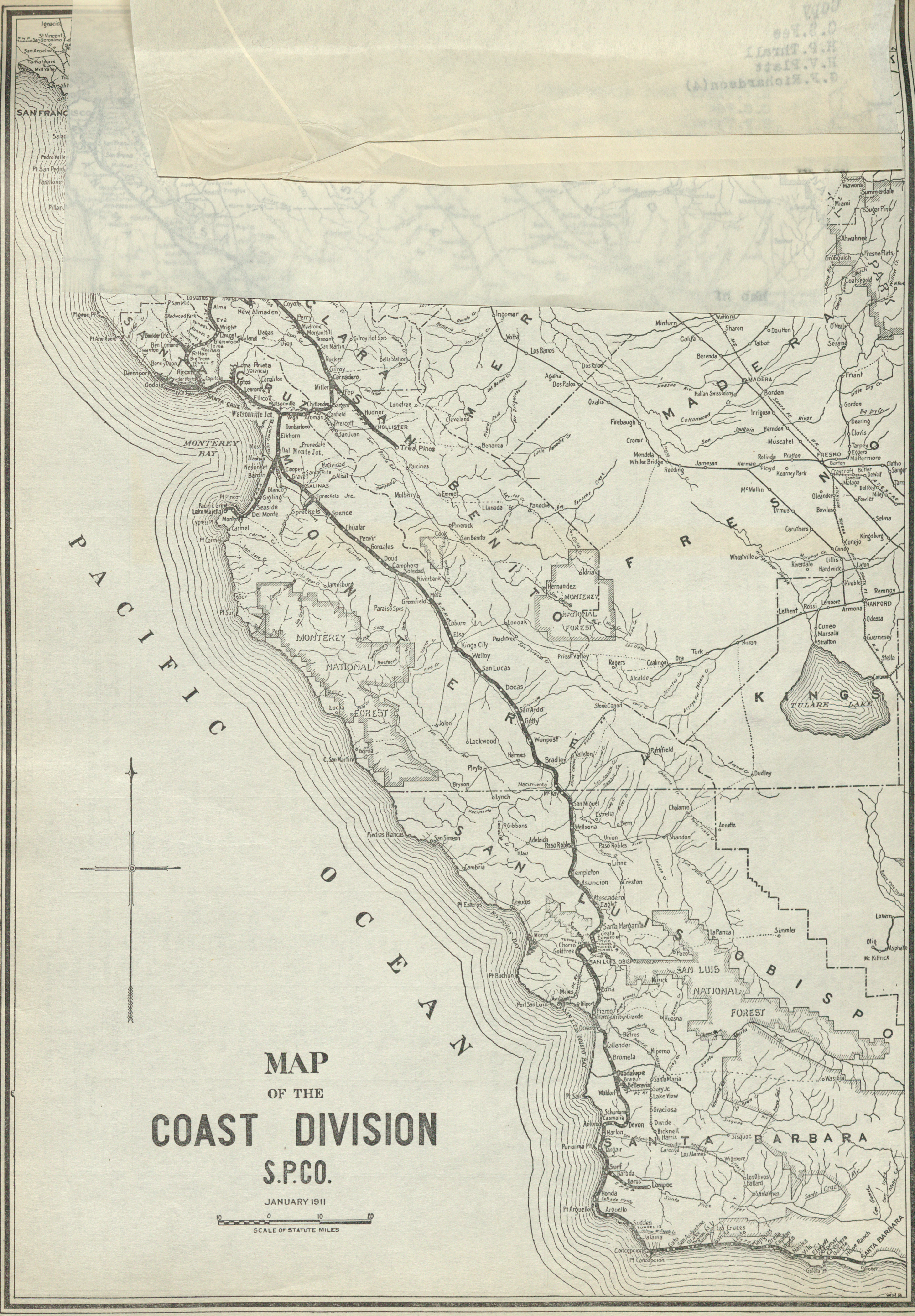
Effective Nov. 9th continuing during life of current timetable make flag stop at Lomita Park with trains 61 and 38.

W. R. Scott

Copy
C. S. Fee
H. P. Thrall
H. V. Platt
G. F. Richardson(4)

hhb hf

G. F. R.


PACIFIC OCEAN
MONTEREY BAY
SANTA CLARA
SANTA CRUZ
MONTEREY
SAN BENITO
MERCED
MADERA
FRESNO
KINGS
SAN LUIS OBISPO
SANTA BARBARA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
TULARE LAKE
SAN FRANCISCO
Ignacio
St Vincent
San Geronimo
San Anselmo
Tamalpais
Mill Valley
Sausalito
Salada
Pedro Valley
Pt San Pedro
Farallone
Pillar Pt
Los Gatos
Alma
Coyote
New Almaden
Pigeon Pt
Pt Año Nuevo
Boulder Crk
Ben Lomond
Felton
Big Trees
Eva
Wright
Laurel
Glenwood
Skyland
Llagas
Uvas
Madrone
Morgan Hill
Tennant
San Martin
Gilroy Hot Sps
Bells Station
Rucker
Gilroy
Carnadero
Davenport
Bonny Doon
Rincon
Loma Prieta
Aptos
Capitola
Corralitos
Leonard
Ellicott
Watsonville
Chittenden
Miller
Sargent
Fep
Hudner
Canfield
Aromas
Prescott
Lonetree
Vega
Watsonville Jct
Dunbarton
Elkhorn
Prunedale
Del Monte Jct.
San Juan
HOLLISTER
Tres Pinos
Cleveland
Bonanza
Paicines
Moss
Nashua
Neponset
Bardin
Cooper
Graves
Santa Rita
Natividad
Alisal
SALINAS
Spreckels Jnc.
Spreckels
Spence
Mulberry
Emmet
Llanada
Panoche
Pt Pinos
Pacific Grove
Lake Majella
Cypress Pt
Blanco
Gigling
Seaside
Del Monte
Monterey
Carmel
Pt Carmel
Chualar
Penvir
Gonzales
Pinerock
San Benito
Cook
Doud
Camphora
Soledad
Riverbank
Jamesburg
Paraiso Sps
Greenfield
Metz
Sur
Pt Sur
Coburn
Elsa
Kings City
Welby
San Lucas
Peachtree
Lonoak
Docas
San Ardo
Getty
Jolon
Lockwood
Lucia
Gorda
C. San Martin
Wunpost
Harnes
Bradley
Pleyto
Bryson
Nacimiento
Lynch
Valleton
Parkfield
Dudley
McKay
San Miguel
Estrella
Bern
Cholame
Annette
Wellsona
Gibbons
Adelaida
Klau
Paso Robles
Union
Shandon
Piedras Blancas
San Simeon
Cambria
Templeton
Asuncion
Linne
Creston
Pt Estero
Cayucos
Mascadero
Eaglet
Santa Margarita
Cuesta
La Panza
Simmler
Pozo
Morro
Chorro
Goldtree
SAN LUIS OBISPO
Pt Buchon
Miles
Avila
Port San Luis
Edna
Oilport
Pismo
Grover
Arroyo Grande
Huasna
Oceano
Callender
Bromela
Nipomo
Guadalupe
Bagdad
Betteravia
Santa Maria
Suey Jc
Lake View
Waldorf
Pt Sal
Graciosa
Schumann
Casmalia
Devon
Divide
Bicknell
Harris
Careaga
Sisquoc
Antonio
Purisima Pt
Tangair
Surf
Los Alamos
Wigmore
Los Olivos
Ballard
Santa Ynez
Lompoc
Honda
Pt Arguello
Arguello
Sudden
Jalama
Concepcion
Pt Concepcion
Las Cruces
Gaviota
Goleta
Hope Ranch
SANTA BARBARA
Goleta Pt
Ingomar
Volta
Los Banos
Minturn
Watkins
Sharon
Califa
Dauthon
Talbot
Berenda
MADERA
Agatha
Dos Palos
Oxalis
Firebaugh
Borden
Italian Swiss Colony
Irrigosa
Herndon
Cromir
Mendota
Whites Bridge
Jamesan
Kerman
Rolinda
Pratton
Muscatel
FRESNO
Roeding
Floyd
Kearney Park
McMullin
Burrough
Oleander
Bowles
Caruthers
Wheatville
Riverdale
Lillis
Hardwick
Kimble
Laton
Conejo
Kingsburg
Selma
Fowler
Malaga
Calwa
Clotho
Sanger
Del Rey
Lethent
Rossi
Lemoore
Armona
HANFORD
Remnoy
Odessa
Cuneo
Marsala
Stratton
Guernsey
Stella
Corcoran
Hernandez
Idria
Huron
Turk
Ora
Coalinga
Alcalde
Rogers
Priest Valley
Stone Canon
Wawona
Summerdale
Miami
Sugar Pine
Ahwahnee
Grub Gulch
Fresno Flats
Coarsegold
O'Neals
Sesame
Friant
Gordon
Deering
Clovis
Tarpey
Eggers
Mattermoro
Lokern
Olig
Asphalto
McKittrick
Wasioja
Tunnel
Salinas River
San Antonio River
Nacimiento River
Pajaro River
San Joaquin River
Kings River
Santa Ynez River
Estero Bay
San Luis Obispo Bay
WHB

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

10 0 10 20
SCALE OF STATUTE MILES

MAILGRAM

immediate answer is not required and for messages to stations that may be quickly reached by train.

COPY

San Francisco August 27 1914.

T. Ahern,
San Francisco

In connection with new timetable Coast Div: Arrange to run extras on the schedule of present trains 72 and 71, also Boulder Creek Branch connections, same as on old timetable, as long as the patronage is satisfactory. Keep close check and as soon as the number of passengers drops below a remunerative figure let me know so that arrangements may be made to entirely discontinue the service.

W.R.Scott.

Copy
C.S.Fee
H.P.Thrall
G.F.R.

SOUTHERN PACIFIC COMPANY
FIC SYSTEM.)

TABLE

FOR THE

DIVISION

August 30, 1914, at 12:01 A.M.

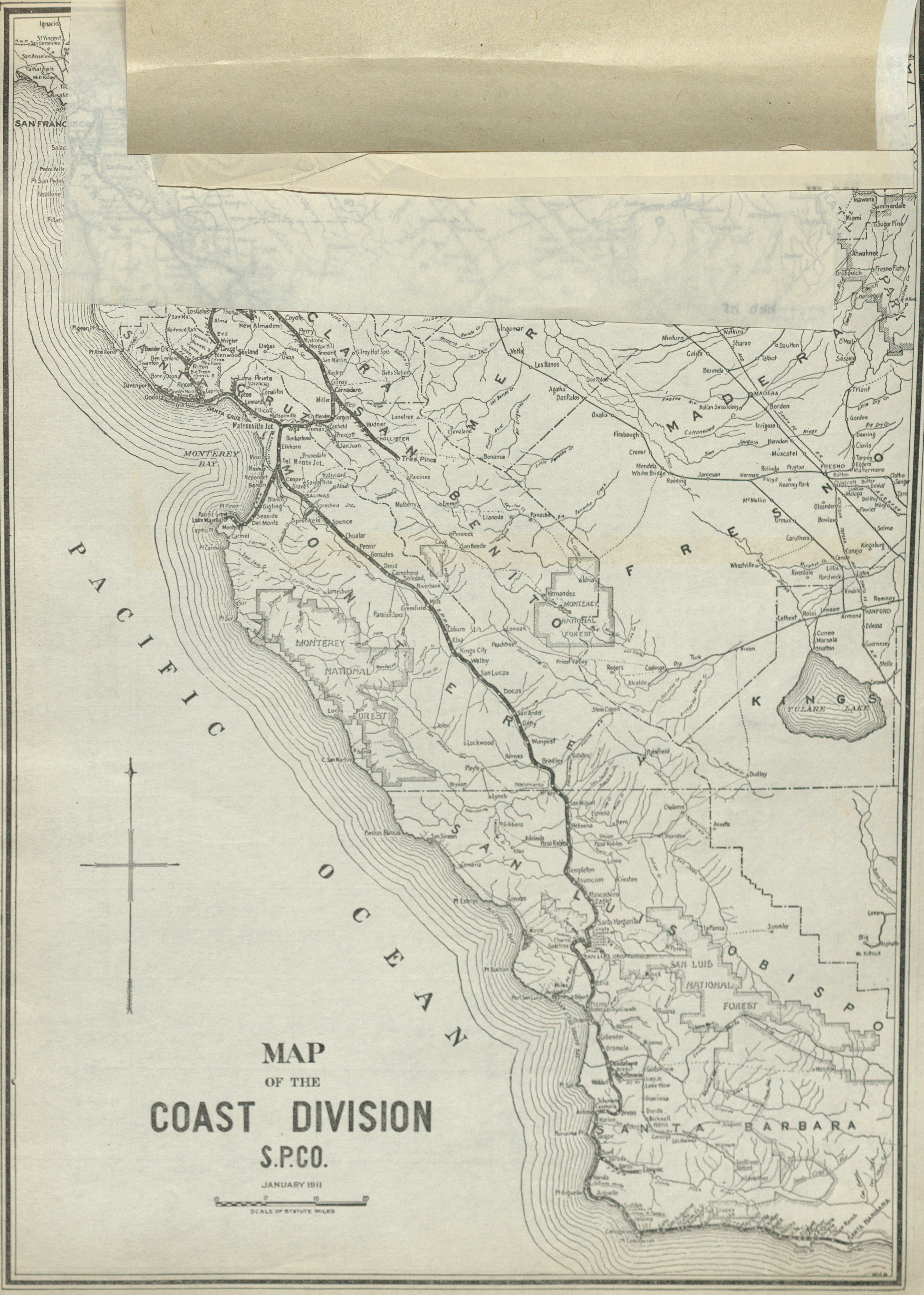
RD TIME (120th MERIDIAN)

SOUTHERN PACIFIC SAFETY

nployes only, and not intended for the use of the public.
ht to vary from this time table at pleasure.

G. F. RICHARDSON,
Superintendent of Transportation.

LATT,
stant General Manager.


Ignacio
St Vincent
San Geronimo
San Anselmo
Tamalpais
Mill Valley
Sausalito
SAN FRANC
Pedro Valley
Pt San Pedro
Farallone
Pillar Pt
Los Gatos
Alma
New Almaden
Coyote
Perry
Madrone
Morgan Hill
Tennant
San Martin
Rucker
Gilroy
Gilroy Hot Sps
Bells Station
Carnadero
Sargent
Hudner
HOLLISTER
Tres Pinos
Lonetree
Pigeon Pt
Pt Ano Nuevo
Redwood Park
Eva
Wright
Laurel
Skyland
Uvas
Boulder Crk
Ben Lomond
Blenwood
Felton
Big Trees
Swanton
Bonny Doon
Davenport
Rincon
Loma Prieta
Valencia
Corralitos
Aptos
Capitola
Godola
Leonard
Ellicott
Chittenden
SANTA CRUZ
Watsonville
Watsonville Jct.
Vega
Aromas
Canfield
Prescott
San Juan
Dumbarton
Elkhorn
Prunedale
Del Monte Jct.
Moss
Nashua
Neponset
Bardin
Natividad
Cooper
Santa Rita
Graves
Alisal
SALINAS
MONTEREY BAY
Pt Pinos
Pacific Grove
Lake Majella
Cypress Pt
Monterey
Seaside
Del Monte
Blanco
Gigling
Spreckels Jnc.
Spreckels
Spence
Chualar
Carmel
Pt Carmel
Pt Sur
Jamesburg
Gonzales
Penvir
Doud
Camphora
Soledad
Riverbank
Paraiso Sps
Greenfield
Mesa
Coburn
Elsa
Kings City
Welby
San Lucas
Docas
San Ardo
Getty
Wunpost
Bradley
Nacimiento
Lockwood
Jolon
Pleyto
Harmes
Bryson
Lynch
Lucia
C. San Martin
MONTEREY NATIONAL FOREST
Paicines
Mulberry
Emmet
Llanada
Panoche
Pinorock
Cook
San Benito
Hernandez
Idria
MONTEREY NATIONAL FOREST
Lonoak
Peachtree
Priest Valley
Rogers
Coalinga
Alcalde
Ora
Turk
Huron
Parkfield
Dudley
Cholame
Annette
Shandon
San Miguel
Estrella
Bern
Wellsona
Union
Paso Robles
Adelaida
Gibbons
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Templeton
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Morro
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Pt Buchon
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Pismo
Oceano
Callender
Bromela
Nipomo
Guadalupe
Betteravia
Santa Maria
Garey
Sisquoc
Lake View
Orcutt
Graciosa
Wakleff
Schumann
Casmalia
Antonio
Devon
Divide
Bicknell
Harris
Careaga
Zaca
Lompoc
Surf
Purisima Pt
Pt Arguello
Honda
Arguello
Sudden
Los Alamos
Los Olivos
Ballard
Gaviota
Concepcion
Pt Conception
Las Cruces
Glen Ranch
SANTA BARBARA
SANTA CRUZ
SANTA CLARA
SAN BENITO
MERCED
MADERA
FRESNO
MONTEREY
KINGS
SAN LUIS OBISPO
SANTA BARBARA
PACIFIC OCEAN
Ingomar
Volta
Los Banos
Dos Palos
Agatha
Oxalis
Firebaugh
Cromir
Mendota
Whites Bridge
Cleveland
Bonanza
Minturn
Califa
Berenda
Watkins
Sharon
Talbot
Daulton
MADERA
Borden
Italian Swiss Colony
Irrigosa
Herndon
Muscatel
Jameson
Kerman
Roeding
Rolinda
Floyd
Kearney Park
Prattom
McMullin
Wheatville
Riverdale
Caruthers
FRESNO
Barton
Tarpey
Eggers
Malter
Clotho
Sanger
Fowler
Oleander
Malaga
Del Rey
Bowles
Selma
Kingsburg
Conejo
Laton
Lillis
Hardwick
Kimble
Lemoore
Rossi
Lethent
Armona
HANFORD
Remnoy
Cuneo
Marsala
Stratton
Odessa
Guernsey
Stella
Wawona
Miami
Summerdale
Sugar Pine
Ahwahnee
Grub Gulch
Fresno Flats
Coarse Gold
O'Neals
Sesame
Friant
Gordon
Clovis
Deering
TULARE LAKE
Lerdo
McKittrick
Olig
Asphalto
Oil City

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

10 0 10 20
SCALE OF STATUTE MILES

San Francisco Sept 23 1914

Mr.T.Ahern,
San Francisco

X Effective Sept.25th, continuing during life of current time-table, make flag stop with train 69 at Olympia.

W.R.Scott

Copy
C.S.Fee
H.V.Platt
G.F.Richardson(4)
H.P.Thrall

hbb hf

ACIFIC COMPANY

FIC SYSTEM.)

TABLE

FOR THE

T DIVISION

69

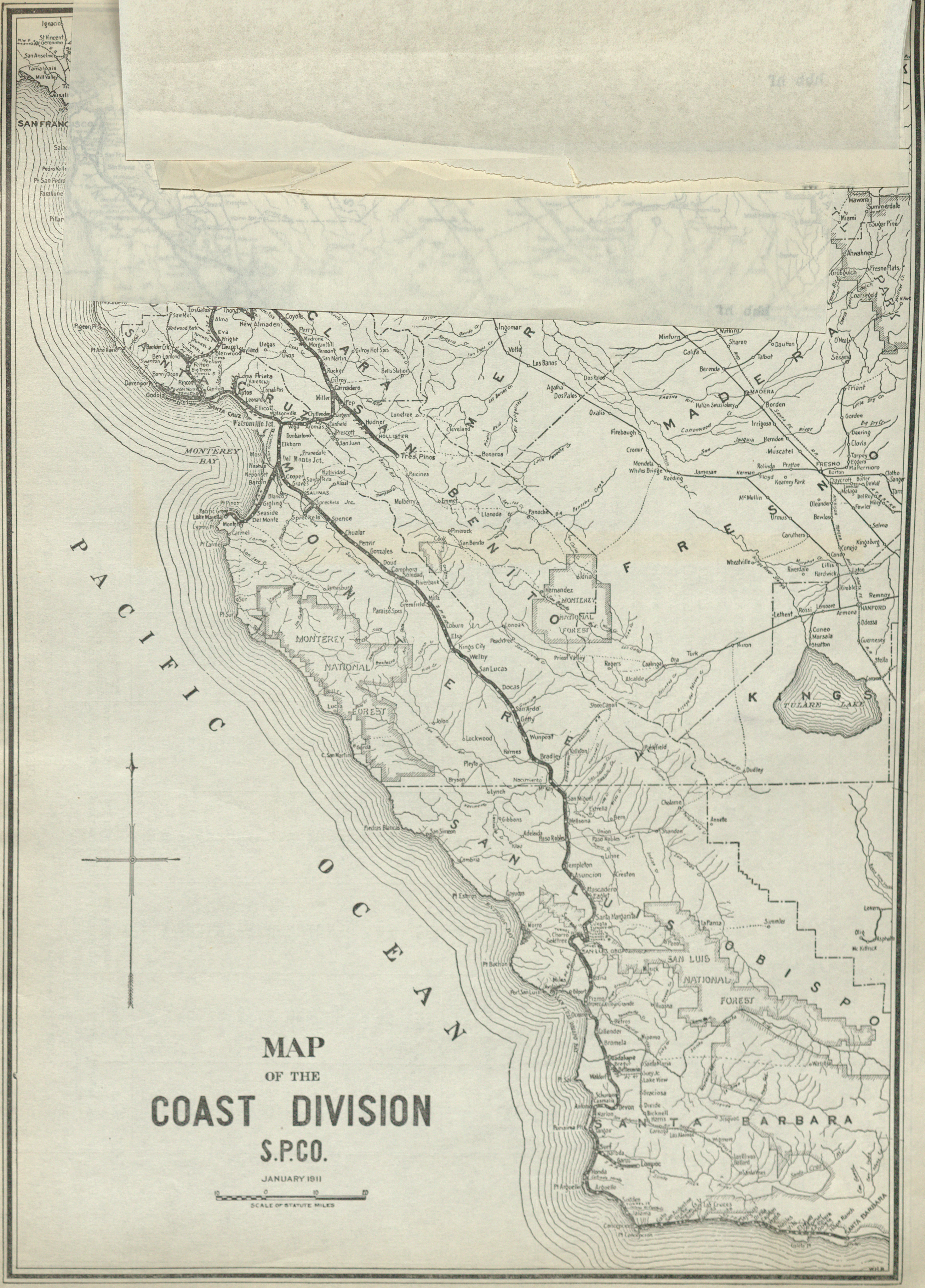
ugust 30, 1914, at 12:01 A. M.

RD TIME (120th MERIDIAN)

ployes only, and not intended for the use of the public.
ht to vary from this time table at pleasure.

LATT,
stant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.


PACIFIC OCEAN
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MADERA
FRESNO
MONTEREY
KINGS
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SANTA BARBARA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
TULARE LAKE
SAN FRANCISCO
Santa Cruz
Watsonville Jct.
Salinas
Monterey
Hollister
Tres Pinos
Soledad
Paso Robles
San Luis Obispo
Santa Barbara
Madera
Fresno
Hanford
SCALE OF STATUTE MILES
10
0
10
20

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

T. Ahern,
San Francisco

Effective Sunday, Oct.11th, arrange for the present to run an extension of Nos.517 and 520 between Felton and Santa Cruz on Sundays only on following schedule:

Lv Felton 6.30 PM
Ar SantaCruz 6.55 PM

Lv SantaCruz 7.05 PM
Ar Felton 7.30 PM

and run one hour late of schedule Felton to Boulder Creek.

Have record kept of number of revenue passengers patronizing the service and report same promptly each week in duplicate to Passenger Traffic Manager and myself.

W.R.Scott

Copy C.S.Fee
H.P.Thrall
H.V.Platt
G.F.Richardson(4)

hbb hf

PACIFIC COMPANY

IC SYSTEM.)

TABLE

FOR THE

DIVISION

August 30, 1914, at 12:01 A. M.

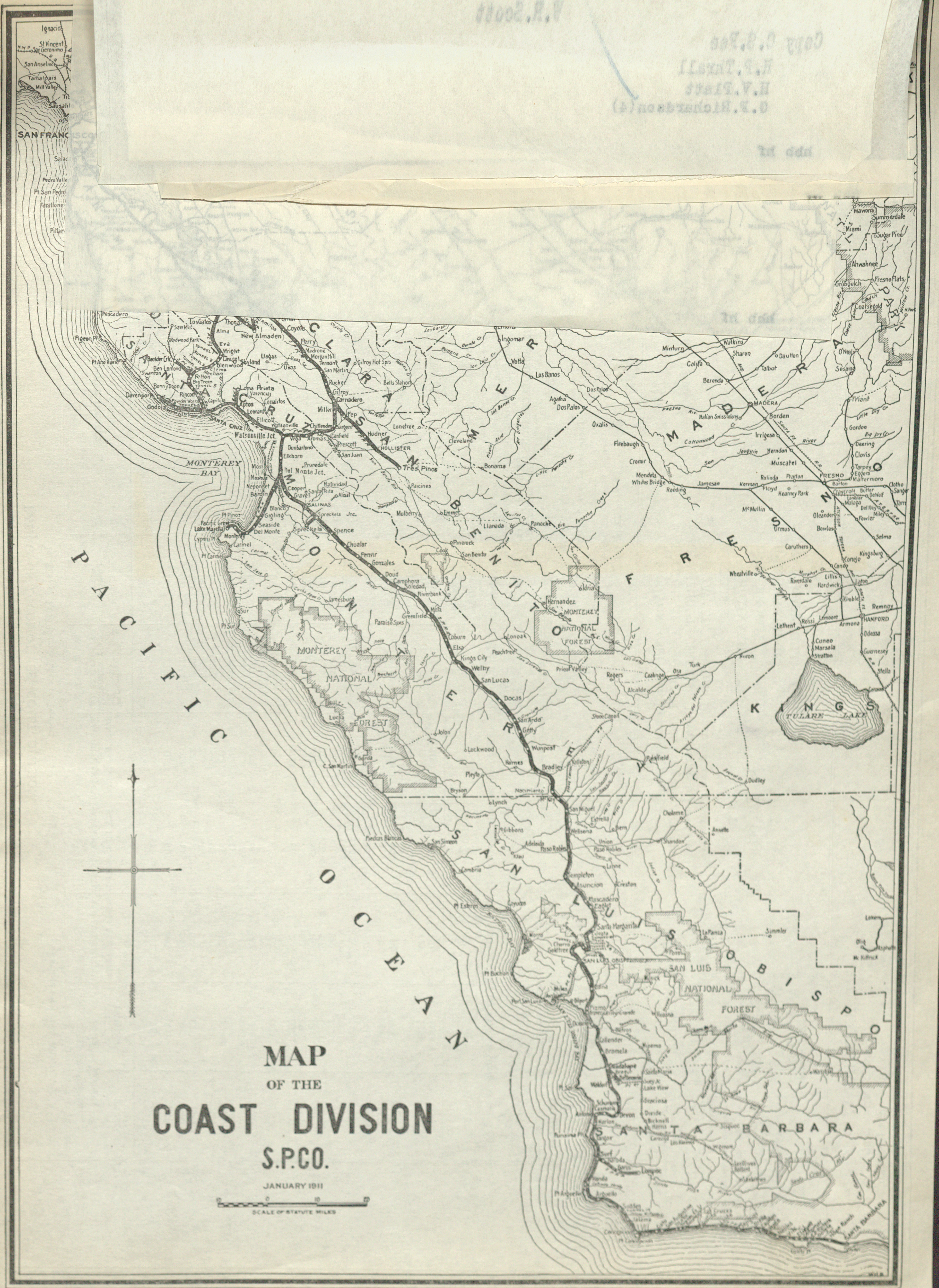
ARD TIME (120th MERIDIAN)

employes only, and not intended for the use of the public.
ght to vary from this time table at pleasure.

9

., *nt and General Manager.*	. PLATT, *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*

SOUTHERN PACIFIC
SAFETY


PACIFIC OCEAN
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KINGS
TULARE LAKE
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SAN LUIS NATIONAL FOREST
SALINAS
HOLLISTER
MADERA
FRESNO
HANFORD
SANTA BARBARA
Watsonville Jct.
Santa Cruz
Monterey
Paso Robles
San Luis Obispo
Tres Pinos
Los Banos
SCALE OF STATUTE MILES
0
10

MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

99

TIME TABLE

FOR THE

COAST DIVISION

To Take Effect Sunday, August 30, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

t,
nt and General Manager.

H. V. PLATT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS																				Distance from San Francisco	Time Table No. 99 August 30, 1914
	50	48	46	44	70	86	30	510	558	28	62	40	38	24	84	22	36	32	34	508		
	Redwood City Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	Santa Cruz Limited	Mayfield Way Pass.	Watsonville Junction Passenger	Milk Train	San Jose Passenger	Del Monte Express	San Jose Passenger	San Jose Way Pass.	Mayfield Way Pass.	San Luis Obispo Way Pass.	Scenic Local	Coaster	San Jose Way Pass.	Watsonville Junction Passenger	Express	Milk Train		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
	5.25PM	5.20PM	5.05PM	4.20PM	4.10PM	3.25PM	3.00PM			2.10PM	1.20PM	11.40AM	10.40AM	9.00AM	8.10AM	7.45AM	7.00AM	6.30AM	4.25AM		0.0	DNR **SAN FRANCISCO** 1.9
			s																		1.9	23D STREET 0.3
																					2.2	ARMY STREET 0.9
			s																		3.1	14TH AVENUE 2.1
Yard	5.36	5.31	5.18	4.31	4.21	3.36	3.11			2.21	1.31	11.51	10.51	9.11	8.21	7.56	7.11	6.41	s 4.36		5.2	BAY SHORE 1.3
												s					s				6.5	VISITACION 2.8
Yard	5.42	5.37	s 5.24	s 4.36	4.26	3.41	s 3.17			2.26	s 1.37	s 11.58AM	s 10.58	9.17	s 8.28	8.01	s 7.17	s 6.47	s 4.43		9.3	D SO. S. FRANCISCO 1.1
Y																					10.4	**TANFORAN WYE** 0.6
	5.45	5.40	s 5.28	s 4.40	4.29	3.44	3.20			2.29	s 1.41	s 12.02PM	s 11.02	9.20	s 8.31	8.04	s 7.21	f 6.51	s 4.47		11.0	RP **SAN BRUNO** 1.1
											f										12.1	LOMITA PARK 0.8
																					12.9	AQUA (Spur) 0.8
50		5.44	5.32	f 4.45	4.33	3.48	3.24			2.33	f 1.46	s 12.07	f 11.06	9.24	f 8.35	8.08	s 7.25	f 6.55	s 4.52		13.7	MILLBRAE 1.4
	s			f							f	f	f		f		f		s		15.1	EASTON (Spur) 1.2
	s 5.54		s 5.36	s 4.51		s 3.52	s 3.28				s 1.53	s 12.13	s 11.12	s 9.28	s 8.41		s 7.33	s 7.00	s		16.3	BURLINGAME (Spur) 0.5
																					16.8	HOWEST (Spur) 1.1
90 W	s 5.58	5.50	s 5.40	s 4.57	4.39	s 3.55	s 3.32			2.40	s 1.57	s 12.18	s 11.17	s 9.32	s 8.46	8.14	s 7.38	s 7.04	s 5.06		17.9	SAN MATEO 1.0
	s			f									f				f				18.9	LESLIE (Spur) 0.8
																					19.7	ROMAC (Spur) 0.6
	s										f	f			f			f	s		20.3	BERESFORD 1.6
	s 6.07			s 5.04			s 3.38				s 2.05	s 12.26	s 11.26	f	f 8.54		s 7.47	f 7.12	s 5.18		21.9	BELMONT (Spur) 0.8
																					22.7	PUMORK (Spur) 0.5
57	s 6.10	5.57	f 5.48	f 5.08	4.46	4.03	f 3.41			2.47	f 2.08	s 12.30	f 11.31	f 9.41	f 8.57	8.21	s 7.50	f 7.15	s 5.23		23.2	SAN CARLOS 2.2
166 Y	s 6.15PM	s 6.00	s 5.53	s 5.13	4.49	s 4.06	s 3.46			2.51	s 2.14	s 12.36	s 11.37	s 9.45	s 9.02	8.24	s 7.55	s 7.20	s 5.28		25.4	DNR **REDWOOD CITY** 2.4
57		s 6.05	s 5.58	s 5.18	4.52	4.09	s 3.51			2.54	s 2.19	s 12.41	f 11.42	9.48	f 9.07	8.27	s 8.00	f 7.25	s 5.35		27.8	ATHERTON 1.1
		s	s	s		s	s				s	s	s	s	f		s	s	s		28.9	MENLO PARK (Spur) 1.2
		s 6.13	s 6.06	s 5.28		s 4.15	s 3.58				s 2.27	s 12.50	s 11.50	s 9.54	s 9.14		s 8.07	s 7.31	s		30.1	PALO ALTO (Spur) 1.7
56 WY		s 6.16	s 6.09	s 5.32	s 4.57PM	s 4.18PM	s 4.01			3.01	s 2.32	s 12.54	s 11.54AM	s 9.58	s 9.20AM	8.32	s 8.12	s 7.35	s 5.50		31.8	DR **MAYFIELD** 3.0
				f	Via Los Altos			Via Newark	Via Newark						Via Los Altos		f	f	f	Via Newark	34.8	CASTRO 1.3
55		s 6.23	f 6.17	s 5.41			s 4.08			3.07	s 2.39	s 1.03		s 10.05		8.38	s 8.20	s 7.42	s 6.00		36.1	MOUNTAIN VIEW 2.7
		s 6.29		s 5.46			s 4.13				s 2.44	s 1.09		s 10.10			s 8.25	s 7.47	s		38.8	SUNNYVALE (Spur) 2.0
55		6.32	f 6.25	f 5.51			f 4.18			3.13	f 2.48	f 1.14		10.13		8.44	f 8.29	f 7.51	s 6.17		40.8	LAWRENCE 3.5
Yard		s 6.38	s 6.31	s 5.57			s 4.24			3.18	s 2.55	s 1.22		s 10.20		8.49	s 8.34	s 7.57	s 6.26		44.3	D SANTA CLARA 1.4
I				f				3.55PM	3.40PM		s	f					f	f	s	5.50AM	45.7	R **COLLEGE PARK** 0.1
																					45.8	S. P. C. Crossing 1.1
Yard ITWFO		s 6.45PM	s 6.38PM	s 6.05PM			s 4.30PM	s 4.00PM	s 3.45PM	s 3.25PM	s 3.03PM	s 1.30PM		s 10.30AM		s 8.55AM	s 8.43AM	s 8.05AM	s 6.35AM	s 5.55AM	46.9	DNRP **SAN JOSE**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)
	(0.50)	(1.25)	(1.33)	(1.45)	(0.47)	(0.53)	(1.30)	(0.05)	(0.05)	(1.15)	(1.43)	(1.50)	(1.14)	(1.30)	(1.10)	(1.10)	(1.43)	(1.35)	(2.10)	(0.05)		..............Time over District.
	30.48	33.10	30.25	26.80	40.60	36.00	31.26	14.40	14.40	37.52	27.32	25.59	25.78	31.26	27.25	40.20	27.32	29.62	21.64	14.40		..............Average speed per hour.

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 3, 4 and 5 for additional trains between San Francisco and San Jose.

ADDITIONAL STOPS.

Nos. 34 and 38 stop at Visitacion Sunday.
No. 40 stop on signal at Castro Sunday.
No. 62 stop on signal at Bay Shore and Visitacion Sunday.
No. 22 stop on signal at Palo Alto Sunday only to receive passengers for Watsonville Junction and east.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 99

August 30, 1914

Automatic Block

Double Track

	STATIONS		Distance from San Jose	FIRST CLASS																			
				33	35	57	37	39	41	43	45	47	75	69	29	505	187	61	27	49	101	23	83
				San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	San Jose Way Pass.	The Lark	San Francisco Limited	San Francisco Passenger	San Francisco Passenger (Via Oakland)	Niles Passenger	San Francisco Way Pass.	Del Monte Express	Mayfield Way Pass.	Sunset Limited	San Luis Obispo Way Pass.	Mayfield Way Pass.
				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DNR	**SAN FRANCISCO**	1.9	46.9	6.30AM		7.25AM	7.35AM	8.00AM	8.20AM	8.40AM	9.00AM	9.40AM	9.45AM	9.50AM	10.10AM			11.45AM	12.30PM	2.00PM		4.00PM	5.30PM
	23D STREET	0.3	45.0	s		s																	
	ARMY STREET	0.9	44.7																				
	14TH AVENUE	2.1	43.8	s																			
	BAY SHORE	1.3	41.7	s 6.15	Via Ocean View	7.08	7.22	7.49	8.09	8.29	8.49	9.29	9.34	9.39	9.59			11.34	12.18	1.49		3.48	5.19
	VISITACION	2.8	40.4			s		f												s			
D	SO. S. FRANCISCO	1.1	37.6	s 6.08		s 7.01	s 7.16	s 7.42	s 8.03	8.24	s 8.44	s 9.23	9.29	9.34	s 9.53			s 11.28	12.13	s 1.42		s 3.42	s 5.14
	TANFORAN WYE	0.6	36.5																				
RP	**SAN BRUNO**	1.1	35.9	s 6.03	s 6.45AM	s 6.54	7.13	s 7.38	8.00	8.21	s 8.40	s 9.19	9.26	9.31	9.50			s 11.24	12.10	s 1.37		3.38	5.10
	LOMITA PARK	0.8	34.8	f		f		f			f									f			
	AQUA	0.8	34.0																				
	MILLBRAE	1.4	33.2	s 5.58	s 6.35	s 6.48	7.09	s 7.30	7.56	8.17	8.35	s 9.15	9.22	9.27	9.46			f 11.19	12.05PM	s 1.31		3.33	5.06
	EASTON	1.2	31.8	s	f	f	s	s	s		s	f						s		f			
	BURLINGAME	0.5	30.6	s 5.53	s 6.28	s 6.41	s 7.02	s 7.24	s 7.50	s 8.12	s 8.29	s 9.08			s 9.41			s 11.13		s 1.25		s 3.29	s 5.02
	HOWEST	1.1	30.1																				
	SAN MATEO	1.0	29.0	s 5.48	s 6.24	s 6.37	s 6.57	s 7.20	s 7.45	s 8.07	s 8.25	s 9.03	9.15	9.21	s 9.36			s 11.08	s 11.57AM	s 1.21		s 3.25	s 4.58
	LESLIE	0.8	28.0				f		s									f					
	ROMAC	0.6	27.2																				
	BERESFORD	1.6	26.6	f	s	f		f		s		f								f			f
	BELMONT	0.8	25.0	s 5.41	s 6.12		s 6.49	f	s 7.37		s 8.18	s 8.52						f 10.58		s 1.12		f	
	PUMORK	0.5	24.2																				
	SAN CARLOS	2.2	23.7	f 5.38	s 6.09	6.28	f 6.46	f 7.09	s 7.34	7.58	f 8.15	f 8.48	9.08	9.14	9.28			f 10.55	11.48	f 1.09		3.16	4.49
DNR	**REDWOOD CITY**	2.4	21.5	s 5.34	s 6.04	s 6.24	s 6.41	s 7.05	s 7.29	s 7.54	s 8.11	s 8.45	9.05	9.11	s 9.24			s 10.50	s 11.44	s 1.05		s 3.12	s 4.45
	ATHERTON	1.1	19.1	f 5.29	5.59	f 6.19	6.36	7.01	s 7.24	s 7.49	s 8.06	f 8.39	9.02	9.08	f 9.19			f 10.44	11.39	s 1.00		3.07	4.38
	MENLO PARK	1.2	18.0	s	s		s	s	s	s	s	s			s			s		s		f	
	PALO ALTO	1.7	16.8	s 5.23	s 5.51	s 6.15	s 6.31	s 6.56	s 7.18	s 7.43	s 7.59	s 8.35			s 9.13			s 10.36	s 11.35	s 12.54		s 3.01	s 4.35
DR	**MAYFIELD**	3.0	15.1	f 5.20	s 5.46	s 6.11	6.27	s 6.52	s 7.14	s 7.39	s 7.55	s 8.30	8.56	9.03AM	9.10			s 10.30	11.32	12.50PM		2.57	4.30PM
	CASTRO	1.3	12.1			f			f									f				f	
	MOUNTAIN VIEW	2.7	10.8	s 5.14	s 5.40	s 6.04	s 6.21	s 6.45	s 7.06	s 7.31	s 7.49	s 8.24	8.50	Via Los Altos	9.04	Via Newark	Via Newark	s 10.21	11.26		Via Newark	s 2.51	
	SUNNYVALE	2.0	8.1	s 5.10	s 5.32		s 6.16	s 6.40	s 7.01		s 7.45	s 8.18						s 10.15				f	
	LAWRENCE	3.5	6.1	f 5.07	f 5.28	5.57	f 6.12	6.37	f 6.57	7.25	7.41	f 8.13	8.43		8.58			f 10.09	11.16			2.43	
D	SANTA CLARA	1.4	2.6	s 5.01	s 5.21	s 5.51	s 6.06	s 6.31	s 6.51	7.20	s 7.36	s 8.07	8.38		s 8.53			s 10.03	s 11.10			s 2.37	
R	**COLLEGE PARK**	0.1	1.2	f							f	f				s 9.00AM	s 9.15AM	f			f 1.23PM		
	S. P. C. Crossing	1.1	1.1																				
DNRP	**SAN JOSE**		0.0	4.55AM	5.15AM	5.45AM	6.00AM	6.25AM	6.45AM	7.15AM	7.30AM	8.00AM	8.33AM		8.47AM	8.55AM	9.10AM	9.55AM	11.04AM		1.20PM	2.30PM	
	(46.9)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			(1.35)	(1.30)	(1.40)	(1.35)	(1.35)	(1.35)	(1.25)	(1.30)	(1.40)	(1.12)	(0.47)	(1.23)	(0.05)	(0.05)	(1.50)	(1.26)	(1.10)	(0.03)	(1.30)	(1.00)
	Average speed per hour			29.62	23.93	28.14	29.62	29.62	29.62	33.10	31.26	28.14	39.08	40.60	33.90	14.40	14.40	25.35	32.72	27.25	24.00	31.26	31.80

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ **NOTE.—See pages 2, 4 and 5 for additional trains between San Jose and San Francisco.**

ADDITIONAL STOPS.

No. 37 stop at 14th Avenue Sunday to discharge passengers.
Nos. 43 and 47 Sunday stop on signal at stations not indicated as regular stops.
No. 35 stop on signal at Lomita Park Sunday.
No. 27 stop on signal at Lawrence, Sunnyvale and Mountain View to receive funeral parties only, and stop at San Bruno to discharge funeral parties only.
No. 75 stop at any station west of San Jose to discharge passengers from Santa Barbara or east thereof.
No. 57 stop at 14th Avenue to discharge passengers only.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Time Table No. 99

August 30, 1914

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS					FIRST CLASS										Distance from San Francisco	STATIONS	
	254 Ogden and Portland Manifest	242 Fresno Mdse. Freight	802 Way Freight	302 Way Freight	244 Manifest Freight	60 San Jose Way Pass.	110 Sunset Express	64 San Jose Way Pass.	58 San Jose Way Pass.	76 The Lark	56 San Jose Way Pass.	54 San Jose Passenger	68 Mayfield Way Pass.	52 San Jose Way Pass.	506 San Jose Passenger (Via Oakland)			
	LeaveDaily	Leave Daily Ex. Sunday	LeaveDaily Ex. Sunday	LeaveDaily Ex.Monday	LeaveDaily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Saturdayonly	Leave Daily Except Sat. and Sun.	Leave Daily	Leave Daily			
	9.00PM	6.50PM		12.15AM	12.05AM	11.45PM		9.30PM	8.10PM	8.00PM	6.30PM	6.05PM	6.05PM	5.40PM		0.0	DNR **SAN FRANCISCO**	1.9
												s 6.11	s 6.11			1.9	23D STREET	0.3
												s 6.12	s 6.12			2.2	ARMY STREET	0.9
												s	s			3.1	14TH AVENUE	2.1
Yard						11.56PM		9.41	8.21	8.11	6.41	s 6.18	s 6.18	5.51		5.2	BAY SHORE	1.3
						f						s 6.20	s 6.20			6.5	VISITACION	2.8
Yard						s 12.02AM		s 9.46	s 8.28	8.17	s 6.47	s 6.25	s 6.25	s 5.58		9.3	D SO. SAN FRANCISCO	1.1
Y																10.4	**TANFORAN WYE**	0.6
						s 12.05		s 9.49	s 8.31	8.20	s 6.51	s 6.30	s 6.30	s 6.02		11.0	RP **SAN BRUNO**	1.1
						f		f	f		f	f	f	s		12.1	LOMITA PARK	0.8
																12.9	AQUA (Spur)	0.8
50						s 12.10		f 9.54	s 8.37	8.24	s 6.56	f 6.36	f 6.36	s 6.08		13.7	MILLBRAE	1.4
						s		f	s		s	s	s	s		15.1	EASTON (Spur)	1.2
						s 12.16		s 10.00	s 8.42		s 7.01	s 6.42	s 6.42	s 6.13		16.3	BURLINGAME (Spur)	0.5
																16.8	HOWEST (Spur)	1.1
90 W	9.40	7.30				s 12.20		s 10.04	s 8.46	8.29	s 7.05	s 6.47	s 6.47	s 6.18		17.9	SAN MATEO	1.0
						f		f	f			f	f			18.9	LESLIE (Spur)	0.8
																19.7	ROMAC (Spur)	0.6
						f		f	f		f			s		20.3	BERESFORD	1.6
						f 12.28		f 10.13	s 8.55		s 7.12	f 6.55	f 6.55	s 6.27		21.9	BELMONT (Spur)	0.8
																22.7	PUMORK (Spur)	0.5
57						f 12.31		f 10.16	s 8.58	8.36	s 7.15	f 6.58	f 6.58	s 6.30		23.2	SAN CARLOS	2.2
166 Y	10.05PM	8.00PM				s 12.35		s 10.20	s 9.04	8.40	s 7.20	s 7.04	s 7.04	s 6.36		25.4	DNR **REDWOOD CITY**	2.4
57						f 12.40		f 10.24	s 9.10	8.43	f 7.25	f	f	s 6.41		27.8	ATHERTON	1.1
						s		s	s		s	s	s	s		28.9	MENLO PARK (Spur)	1.2
						s 12.47		s 10.31	s 9.16		s 7.32	s 7.15	s 7.15	s 6.47		30.1	PALO ALTO (Spur)	1.7
56 WY						s 12.50		s 10.34	s 9.20	8.50	s 7.36	s 7.20	s 7.20PM	6.50		31.8	DR **MAYFIELD**	3.0
						f						f		f		34.8	CASTRO	1.3
55	Via Dumbarton	Via Dumbarton	Via Newark			s 12.58	Via Newark	s 10.41	s 9.27	8.56	s 7.42	s 7.28		s 6.58	Via Newark	36.1	MOUNTAIN VIEW	2.7
						s 1.04		s 10.45	s 9.33		s 7.48	s 7.34		s 7.04		38.8	SUNNYVALE (Spur)	2.0
55						f 1.07		f 10.48	f 9.37	9.02	f 7.53	f 7.38		7.08		40.8	LAWRENCE	3.5
Yard						s 1.13		s 10.54	s 9.43	9.07	s 7.59	s 7.44		s 7.14		44.3	D SANTA CLARA	1.4
			2.10PM			f	11.05PM		f		f	f		f	7.10PM	45.7	R **COLLEGE PARK**	0.1
																45.8	S. P. C. Crossing	1.1
Yard ITWF			2.20PM	8.15AM	2.05AM	s 1.20AM	s 11.10PM	s 11.00PM	s 9.50PM	s 9.13PM	s 8.05PM	s 7.50PM		s 7.20PM	s 7.15PM	46.9	DNRP **SAN JOSE**	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex.Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturdayonly	Arrive Daily Except Sat. and Sun.	Arrive Daily	Arrive Daily		(46.9)	
	(1.05) 23.45	(1.10) 21.77	(0.10) 7.20	(8.00) 5.86	(2.00) 23.45	(1.35) 29.62	(0.05) 14.40	(1.30) 31.26	(1.40) 28.14	(1.13) 38.54	(1.35) 29.62	(1.45) 26.80	(1.15) 25.44	(1.40) 28.14	(0.05) 14.40		................Time over District ....Average speed per hour	

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 2, 3 and 5 for additional trains between San Francisco and San Jose.

ADDITIONAL STOPS.
- No. 52 stop at Mayfield Sunday.
- No. 52 stop on signal at Bay Shore and any station east Sunday.
- No. 76 stop at any station west of San Jose to receive passengers for Santa Barbara or east thereof.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division. Westward.

Time Table No. 99
August 30, 1914

Automatic Block
Double Track

	STATIONS		Distance from San Jose	FIRST CLASS									THIRD CLASS			
				53	55	59	31	65	557	87	21	63	253	243	301	801
				San Jose Way Pass.	San Jose Way Pass.	Redwood City Way Pass.	SanFrancisco Passenger	Mayfield Way Pass.	San Francisco Passenger (Via Oakland)	Scenic Local	Coaster	San Jose Way Pass.	Ogden Manifest Freight	Sunset Manifest	Way Freight	Way Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday
DNR	**SAN FRANCISCO**	1.9	46.9	5.50PM	7.20PM	7.45PM	8.05PM	8.45PM		9.30PM	10.55PM	11.55PM	3.00AM	3.30AM	8.05AM	
	23D STREET	0.3	45.0													
	ARMY STREET	0.9	44.7													
	14TH AVENUE	2.1	43.8													
	BAY SHORE	1.3	41.7	f 5.38	7.09	7.34	7.54	f 8.34		9.18	10.44	11.44				
	VISITACION	2.8	40.4					f								
D	SO. SAN FRANCISCO	1.1	37.6	s 5.32	f 7.04	s 7.28	7.48	s 8.28		9.12	10.39	s 11.39				
	TANFORAN WYE	0.6	36.5													
RP	**SAN BRUNO**	1.1	35.9	s 5.29	7.01	s 7.23	7.45	s 8.25		9.08	10.36	s 11.36				
	LOMITA PARK	0.8	34.8			f		f				f				
	AQUA	0.8	34.0													
	MILLBRAE	1.4	33.2	f 5.24	6.56	s 7.15	7.41	f 8.20		9.04	10.32	f 11.32				
	EASTON	1.2	31.8	f	f	f		f				s				
	BURLINGAME	0.5	30.6	s 5.17	s 6.51	s 7.07		s 8.13		s 9.00		s 11.26				
	HOWEST	1.1	30.1													
	SAN MATEO	1.0	29.0	s 5.12	s 6.47	s 7.03	s 7.33	s 8.08		s 8.57	f 10.26	s 11.22				
	LESLIE	0.8	28.0	f		f		f								
	ROMAC	0.6	27.2													
	BERESFORD	1.6	26.6			s		f				f				
	BELMONT	0.8	25.0	s 5.03		s 6.52		s 7.59				s 11.13				
	PUMORK	0.5	24.2													
	SAN CARLOS	2.2	23.7	f 5.00	6.38	s 6.48	7.23	f 7.56		8.48	10.18	s 11.10				
DNR	**REDWOOD CITY**	2.4	21.5	s 4.55	s 6.35	6.43PM	s 7.19	s 7.51		s 8.44	f 10.15	s 11.06	1.30AM			
	ATHERTON	1.1	19.1	f 4.48	s 6.28		7.13	f 7.46		8.38	10.10	f 11.01				
	MENLO PARK	1.2	18.0	s	s			f				s				
	PALO ALTO	1.7	16.8	s 4.40	s 6.17		s 7.09	s 7.39		s 8.34	f	s 10.54				
DR	**MAYFIELD**	3.0	15.1	s 4.35	s 6.11		7.04	7.34PM		f 8.30	10.04	s 10.50				
	CASTRO	1.3	12.1	f	f							f				
	MOUNTAIN VIEW	2.7	10.8	s 4.27	s 6.02		s 6.58		Via Newark	s 8.23	9.58	s 10.42	Via Dumbarton			Via Newark
	SUNNYVALE	2.0	8.1	s 4.22	s 5.52		s 6.53			s 8.18		s 10.36				
	LAWRENCE	3.5	6.1	f 4.17	f 5.45		6.49			8.13	9.51	f 10.31				
D	SANTA CLARA	1.4	2.6	s 4.12	s 5.37		s 6.44			s 8.07	9.46	s 10.26				
R	**COLLEGE PARK**	0.1	1.2	f	f				s 8.05PM	8.03PM						4.35PM
	S. P. C. Crossing	1.1	1.1													
DNRP	**SAN JOSE**		0.0	4.05PM	5.30PM		6.38PM		8.00PM	Via West San Jose	9.41PM	10.20PM		1.15AM	12.05AM	4.30PM
	(46.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Saturday and Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday
	Time over District			(1.45)	(1.50)	(1.02)	(1.27)	(1.11)	(0.05)	(1.27)	(1.14)	(1.35)	(1.30)	(2.15)	(8 00)	(0.05)
	Average speed per hour			26.80	25.59	24.51	32.34	26.87	14.40	31.52	38.01	29.62	16.93	20.85	5.86	14.40

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 2, 3 and 4 for additional trains between San Jose and San Francisco.

ADDITIONAL STOPS.

No. 87 stop at South San Francisco to discharge passengers only.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Time Table No. 99

August 30, 1914

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	308 Way Freight	304 Way Freight	306 Way Freight	244 Manifest Freight	10 Sunset Express	76 The Lark	208 Tres Pinos Mixed	30 Watsonville Junction Passenger	28 Del Monte Express	206 Tres Pinos Mixed	24 San Luis Obispo Way Pass.	22 Coaster	204 Tres Pinos Mixed	32 Watsonville Junction Passenger	Distance from San Francisco		STATIONS	
	THIRD CLASS				FIRST CLASS													
	Leave Daily Ex. Sunday	Leave Mon., Wednesday and Friday	Leave Tues., Thursday and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				12.05AM	9.00PM	8.00PM	3.00PM	3.00PM	2.10PM		9.00AM	7.45AM	6.30AM	6.30AM	0.0		SAN FRANCISCO	
Yard ITWFO		5.00AM		3.00AM	11.20PM	9.20PM		4.35PM	3.35PM		10.35AM	9.00AM		8.10AM	46.9	DNRP	SAN JOSE 1.1	Automatic Block
								s						s	48.0 51.7		4TH ST., SAN JOSE 0.9	
77		5.12		3.15	11.28	9.28		4.45	3.43		10.43	9.08		8.20	52.6		VALBRICK 2.1	
															54.7		MULIA (Spur) 0.8	
51		5.20		3.25	11.32	9.32		f 4.50	3.47		f 10.47	9.12		f 8.27	55.5	R	LICK 1.9	
53		5.30		3.31	11.36	9.35		s 4.55	3.50		f 10.52	9.15		f 8.33	57.4		EDENVALE 3.0	
72		5.45		3.40	11.41	9.39		f 5.00	3.55		10.56	9.19		8.38	60.4		POMAR 2.7	
125 W		6.22		3.53	f 11.47	9.43		s 5.06	3.59		s 11.02	9.23		s 8.45	63.1	DN	COYOTE 3.2	
70		6.43		4.05	11.52	9.47		f 5.12	4.04		f 11.09	9.27		f 8.51	66.3		PERRY 2.9	
26		6.53		4.15				f 5.17			f 11.14			f 8.56	69.2		MADRONE 1.6	
61		7.00 7.55		4.20	s 11.59PM	9.53		s 5.22	f 4.11		s 11.18	f 9.35		s 9.00	70.8	D	MORGANHILL 1.2	
30		8.00		4.24							f 11.21			f 9.03	72.0		TENNANT 2.1	
															74.1		DURNEY (Spur) 0.5	
72		8.17 9.08		4.30	12.05AM	9.58		s 5.29	4.16		s 11.27	9.40		s 9.08	74.6	D	SAN MARTIN 2.4	
38		9.25		4.36	12.08	10.01		f 5.35			f 11.31	9.43		f 9.13	77.0		RUCKER 2.1	
															79.1		ANIMAS (Spur) 1.6	
104 TWF	1.30PM	9.40 10.20	7.40AM	4.49	s 12.15	10.07	5.50PM	s 5.47	s 4.26	1.20PM	s 11.41	s 9.50	9.33AM	s 9.25	80.7	DNRP	GILROY 2.5	
	1.37	10.30AM	7.50AM	4.55	12.20	10.11	s 6.00PM	5.51	4.30	s 1.30PM	11.45	9.54	s 9.41AM	9.30	83.2	RP	CARNADERO 0.9	
															84.1		NEMA (Spur) 0.3	
14	1.45			5.00							11.48	9.57		f 9.33	84.4		MILLER 2.7	
80	2.00			5.07	12.25	10.16		s 5.59	s 4.36		s 11.53	f 10.02		s 9.38	87.1	D	SARGENT 1.9	
28	2.07			5.12							f 11.58AM			9.46	89.0		BETABEL 2.9	
104	2.25			5.20	12.32	10.22		f 6.07	4.44		f 12.05PM	10.09		f 9.53	91.9		CHITTENDEN 1.3	
															93.2		LOGAN (Spur) 1.4	
61	2.45			5.28	12.37	10.27		s 6.14	4.49		s 12.11	10.14		s 10.00	94.6	D	AROMAS 2.5	
73	3.05			5.35				6.19	4.53		f 12.16			f 10.06	97.1		VEGA 3.3	
Yard YWOF	3.20PM			5.45AM	s 12.46AM	s 10.35PM		s 6.27PM	s 5.00PM		¶12.22PM	s 10.22AM		s 10.14AM	100.4	DNRP	WATSONVILLE JCT	
	Arrive Daily Ex. Sunday	Arrive Mon., Wednesday and Friday	Arrive Tues., Thursday and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			49.8	
	(1.50)	(5.30)	(0.10)	(2.45)	(1.26)	(1.15)	(0.10)	(1.52)	(1.25)	(0.10)	(1.47)	(1.22)	(0.08)	(2.04)	........................Time over District			
	10.74	5.92	15.00	18.10	37.32	39.84	15.00	26.86	35.15	15.00	27.92	36.44	18.75	24.10	........................Average speed per hour			

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOP.

No. 10 stop at any station to receive passengers for El Paso and east.
No. 28 stop on signal at Chittenden Saturday only.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division. Westward.

Automatic Block

Time Table No. 99 August 30, 1914	Distance from Watsonville Jct.	FIRST CLASS											THIRD CLASS			
		203	**29**	**75**	**27**	**205**	**201**	**101**	**23**	**207**	**31**	**21**	**307**	**305**	**303**	**243**
		Gilroy Mixed	SanFrancisco Passenger	The Lark	Del Monte Express	Gilroy Mixed	New Almaden Mixed	Sunset Limited	San Luis Obispo Way Pass.	Gilroy Mixed	San Francisco Passenger	Coaster	Way Freight	Way Freight	Way Freight	Sunset Manifest
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thursday and Saturday	Arrive Mon., Wednesday and Friday	Arrive Daily
SAN FRANCISCO	100.4	10.10AM	10.10AM	9.45AM	12.30PM	4.00PM		3.30PM	4.00PM	8.05PM	8.05PM	10.55PM				3.30AM
DNRP **SAN JOSE** 1.1	53.5		s 8.42AM	s 8.28AM	s 10.59AM		s 12.15PM	s 1.10PM	s 2.22PM		s 6.31PM	s 9.36PM		3.55PM		12.15AM
4TH ST., SAN JOSE 0.9	52.4 48.7		s				s									
VALBRICK 2.1	47.8		8.32	**8.20**	10.51		12.01PM	12.59	2.12		6.23	**9.28**		**3.43**		12.05AM
MULIA 0.8	45.7															
R **LICK** 1.9	44.9		f **8.27**	8.16	**10.47**		11.55AM	12.54	f 2.08		6.18	9.22		3.27		11.57PM
EDENVALE 3.0	43.0		s 8.20	8.13	10.44			12.51	f 2.03		f 6.15	9.19		3.15		**11.36**
POMAR 2.7	40.0		f 8.12	8.09	10.40			12.46	1.56		6.10	9.14		3.01		11.28
DN COYOTE 3.2	37.3		s **8.05**	**8.05**	10.36			12.41	s 1.51		s 6.05	9.10		2.50		11.22
PERRY 2.9	34.1		f 7.50	8.01	10.31			12.36	f 1.45		f 5.55	9.04		2.30		11.15
MADRONE 1.6	31.2		s 7.42						s					2.15		
D MORGANHILL 1.2	29.6		s **7.37**	**7.55**	f 10.24			12.29	s 1.34		s **5.47**	8.57		2.05		11.05
TENNANT 2.1	28.4		f 7.30						f					1.57		
DURNEY 0.5	26.3															
D SAN MARTIN 2.4	25.8		s 7.24	7.49	10.18			12.23	s 1.25		f 5.40	8.51		1.43		10.52
RUCKER 2.1	23.4		f 7.17						f 1.20		f **5.35**	8.46		1.30		10.42
ANIMAS 1.6	21.3															
DNRP **GILROY** 2.5	19.7	s **6.59**AM	s **7.09**	**7.39**	s **10.08**	s **11.33**AM		12.12	s **1.14**	s 5.04PM	s 5.28	s 8.40	10.55AM	**1.19** **12.21**	12.50PM	10.34
R **CARNADERO** 0.9	17.2	**6.51**AM	**7.01**	7.34	10.00	11.25AM		**12.06**	1.03	4.55PM	5.18	8.34	10.45	**12.11**PM	12.40PM	10.26
NEMA 0.3	16.3															
MILLER 2.7	16.0				**9.57**				f 1.01				10.40			
D SARGENT 1.9	13.3		f 6.55	7.28	s **9.51**			12.01PM	s 12.56		s 5.13	8.28	**10.30** **8.50**			**10.16**
BETABEL 2.9	11.4				**9.46**			**11.58**AM	f 12.52				8.33			
CHITTENDEN 1.3	8.5		f 6.47	7.22	9.42			11.52	f 12.47		f 5.05	8.22	8.21			9.45
LOGAN 1.4	7.2												7.50			
D AROMAS 2.5	5.8		s 6.41	7.16	9.37			11.47	s 12.41		s 5.00	8.17	7.45			9.27
VEGA 3.3	3.3		6.35	7.12	9.33				f 12.36		**4.53**	8.12	7.35			9.19
DNRP **WATSONVILLE JCT**	0.0		6.30AM	7.05AM	9.25AM			11.35AM	**12.30**PM		4.42PM	8.06PM	7.25AM			9.05PM
(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thursday and Saturday	Leave Mon., Wednesday and Friday	Leave Daily
Time over District		(0.08)	(2.12)	(1.23)	(1.34)	(0.08)	(0.20)	(1.35)	(1.52)	(0.09)	(1.49)	(1.30)	(3.30)	(3.44)	(0.10)	(3.10)
Average speed per hour		18.75	22.63	36.00	31.79	18.75	14.70	31.45	26.68	18.88	29.44	33.20	5.62	9.72	15.00	15.73

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

Nos. 21 and 101 stop at Morganhill to discharge passengers from points east of San Luis Obispo.

No. 101 stop at any station to discharge passengers from El Paso and east.

No. 101 stop at Gilroy to discharge passengers from points east of San Luis Obispo.

Eastward.

FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Time Table No. 99

August 30, 1914

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS				SECOND CLASS		FIRST CLASS								Distance from San Francisco	STATIONS
	314 Way Freight	310 Way Freight	312 Way Freight	244 Sunset Manifest	106 Del Monte Junction Mixed	104 Del Monte Junction Mixed	76 The Lark	108 Salinas Mixed	28 Del Monte Express	24 San Luis Obispo Way Pass.	84 Scenic Local	22 Coaster	140 Pacific Grove Passenger	10 Sunset Express		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
				12.05AM	2.10PM		8.00PM	3.00PM	2.10PM	9.00AM	8.10AM	7.45AM		9.00PM	0.0	SAN FRANCISCO
Yard YWOF		7.50AM	7.15AM	7.02AM			10.39PM	7.00PM	5.05PM	12.50PM	12.45PM	10.30AM	6.20AM	12.54AM	100.4	DNRP WATSONVILLE JCT 5.2
73		8.05	7.30	7.15			10.49	f 7.10	f 5.16	f 1.05	f 12.57	10.40	6.30	1.06	105.6	ELKHORN 4.8
75 YW		8.20	7.45AM	7.26	5.26PM	9.05AM	f 10.57	s 7.38	s 5.26PM	s 1.20	s 1.10PM	s 10.52	s 6.40AM	s 1.18	110.4	DNR DEL MONTE JCT. 3.5
73		8.41		7.34	f 5.33	f 9.12	11.02	f 7.45		f 1.27		10.58		1.24	113.9	COOPER 1.7
13		8.48		7.38	f 5.39	f 9.17		f		f 1.31					115.6	GRAVES 2.6
Yard TW		9.20		7.53	s 5.51PM	s 9.30AM	s 11.11	s 7.55PM		s 1.40		s 11.06		s 1.32	118.2	DNR SALINAS 2.1
83 Y		9.30		8.00			11.14			1.45		11.10		1.37	120.3	SPRECKELS JCT. 5.0
52		9.42		8.12			11.21			f 1.54		11.18		1.45	125.3	SPENCE 3.8
54		9.52		8.22			11.26			s 2.00		11.23		1.51	129.1	D CHUALAR 2.8
53		10.02		8.30			11.30			2.05		11.28		1.56	131.9	PENVIR 2.0
															133.9	DEAN (Spur) 1.2
53		10.10 11.00		8.45			11.35			s 2.12		s 11.35		f 2.02	135.1	D GONZALES 2.9
															138.0	DOUD (Spur) 0.8
															138.8	MOLUS (Spur) 1.8
52		11.20		9.05			11.42			f 2.21		11.42		2.10	140.6	CAMPHORA 3.0
67 W		11.40AM 12.10PM		9.28			11.46			s 2.30		s 11.50		s 2.20	143.6	DN SOLEDAD 4.2
41		12.25		9.52 10.05			11.52			f 2.40		11.56AM		2.27	147.8	HARLEM 4.5
52		12.45		10.20			11.58PM			s 2.48		f 12.03PM		2.35	152.3	D METZ 6.6
51		1.10		10.35			12.09AM			f 2.59		12.14		2.48	158.9	COBURN 2.1
															161.0	ELSA (Spur) 2.7
68 W		1.30		10.50			12.15			s 3.12		s 12.24		s 2.58	163.7	DN KING CITY 3.4
52		1.45		11.10			12.20			3.17		12.30		3.04	167.1	WELBY 5.3
50		2.10		11.28			12.27			s 3.25		s 12.37		f 3.14	172.4	D SAN LUCAS 5.3
52		2.30		11.44AM			12.34			3.33		12.44		3.22	177.7	DOCAS 5.2
52 WF		3.00		12.07PM			12.43			s 3.43		s 12.55		s 3.34	182.9	DN SAN ARDO 3.5
53		3.10		12.17			12.48			3.48		1.00		3.39	186.4	GETTY 3.3
53		3.20		12.27			12.52			f 3.53		1.05		3.45	189.7	WUNPOST 6.2
52		3.40		12.42			1.01			s 4.03		s 1.17		3.55	195.9	D BRADLEY 5.5
67		3.55 4.46		12.57			1.08			f 4.13		1.26		4.04	201.4	NACIMIENTO 2.4
79		4.54		1.08			1.11			f 4.18		f 1.31		4.09	203.8	McKAY 3.2
45 W		5.10		1.38			1.15			s 4.23		s 1.38		s 4.23	207.0	D SAN MIGUEL 3.9
52		5.25		1.53			1.20			f 4.29		1.44		4.30	210.9	WELLSONA 4.2
															215.1	EOCENE (Spur) 1.2
77 W	11.00PM	5.45PM		2.05			1.27			s 4.50		s 1.55		s 4.40	216.3	DNR PASO ROBLES 5.5
40	11.25			2.17			1.35			s 5.01		s 2.05		f 4.50	221.8	D TEMPLETON 3.1
36	11.35			2.27			1.39			f 5.07		2.11		4.55	224.9	ASUNCION 3.1
52	11.50PM			2.37			1.43			f 5.13		f 2.16		5.00	228.0	ATASCADERO 1.4
															229.4	HAVEL (Spur) 0.9
35	12.10AM			2.45			1.47			f 5.19		2.21		5.04	230.3	EAGLET 5.2
42 YW	12.31AM			3.09PM			1.57AM			s 5.33PM		s 2.33PM		s 5.17AM	235.5	DNR SANTA MARGARITA
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(135.1)
	(1.31) 12.65	(9.55) 11.69	(0.30) 20.00	(8.07) 16.64	(0.25) 18.72	(0.25) 18.72	(3.18) 40.94	(0.55) 28.90	(0.21) 28.57	(4.43) 28.64	(0.25) 24.00	(4.03) 33.52	(0.20) 30.00	(4.23) 30.82		..................Time over District ....Average speed per hour

Automatic [illegible]

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOP—No. 10 stop at any station to receive passengers for El Paso and east.

Watsonville Jct. and San Luis Obispo Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 99 August 30, 1914		Distance from San Luis Obispo	FIRST CLASS								SECOND CLASS		THIRD CLASS			
			141	75	27	101	23	87	107	21	103	105	309	311	243	313
			Watsonville Junction Passenger	The Lark	Del Monte Express	Sunset, Limited	San Luis Obispo Way Pass	Scenic Local	Watsonville Junc. Mixed	Coaster	Del Monte Junction Mixed	Del Monte Junction Mixed	Way Freight	Way Freight	Sunset Manifest	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday
	SAN FRANCISCO	252.1	10.10AM	9.45AM	12.30PM	3.30PM	4.00PM	9.30PM		10.55PM	12.30PM	8.05PM			3.30AM	
DNRP	**WATSONVILLE JCT** 5.2	151.7	6.07AM	s **7.02AM**	s 9.22AM	s 11.30AM	¶ 11.59AM	s 4.30PM	s 6.45PM	s 8.01PM			2.00PM	3.30PM	8.30PM	
	ELKHORN 4.8	146.5	5.57	6.52	9.10	11.16	f 11.43	f 4.20	f 6.34	f 7.50			1.46	3.15	8.15	
DNR	**DEL MONTE JCT.** 3.5	141.7	5.47AM	s **6.44**	9.00AM	s 11.06	s 11.32	4.10PM	s 6.24	s **7.38**	s **8.55AM**	s 4.05PM	1.35	3.00PM	7.58	
	COOPER 1.7	138.2		6.37		**10.58**	f 11.20		f 6.15	7.27	f **8.41**	f 3.51	**1.27**		**7.45**	
	GRAVES 2.6	136.5					f		f		f 8.37	f 3.47	1.00		7.35	
DNR	SALINAS 2.1	133.9		s 6.31		s 10.47	s **11.06**		6.05PM	s **7.20**	8.30AM	3.40PM	12.45		**7.20**	
	SPRECKELS JCT. 5.0	131.8		6.26		10.41	11.01			7.10			12.15PM		7.00	
	SPENCE 3.8	126.8		6.19		10.33	f 10.53			7.03			11.55AM		6.35	
D	CHUALAR 2.8	123.0		6.14		10.28	s 10.47			s 6.57			**11.23**		6.25	
	PENVIR 2.0	120.2		6.10		10.23	10.40			6.52			10.57		6.18	
	DEAN 1.2	118.2														
D	GONZALES 2.9	117.0		6.06		**10.18**	s **10.34**			s 6.47			**10.43** **10.00**		6.08	
	DOUD 0.8	114.1														
	MOLUS 1.8	113.3														
	CAMPHORA 3.0	111.5		5.58		10.10	f 10.17			6.38			9.40		5.53	
DN	SOLEDAD 4.2	108.5		5.54		10.06	s 10.10			s 6.33			**9.28**		5.43	
	HARLEM 4.5	104.3		5.48		**9.59**	f **9.59**			6.25			8.48		5.20	
D	METZ 6.6	99.8		5.42		9.53	s 9.46			f 6.17			8.30		5.05	
	COBURN 2.1	93.2		5.32		9.42	f 9.33			6.07			8.19		4.48	
	ELSA 2.7	91.1														
DN	KING CITY 3.4	88.4		5.26		9.33	s 9.25			s 5.55			7.50		4.30	
	WELBY 5.3	85.0		5.21		9.26	9.16			5.43			7.35		4.08	
D	SAN LUCAS 5.3	79.7		5.14		9.18	s 9.07			s 5.36			7.20		3.50	
	DOCAS 5.2	74.4		5.07		9.10	8.58			5.27			7.00		**3.33**	
DN	SAN ARDO 3.5	69.2		5.00		s 9.03	s 8.50			s 5.19			6.45		**3.00**	
	GETTY 3.3	65.7		4.53		8.53	8.40			5.11			6.34		2.39	
	WUNPOST 6.2	62.4		4.48		8.48	f 8.34			5.06			6.25		2.30	
D	BRADLEY 5.5	56.2		4.39		8.40	s 8.25			s 4.56			6.10		2.15	
	NACIMIENTO 2.4	50.7		4.32		8.32	f 8.16			**4.46**			5.55		2.03	
	McKAY 3.2	48.0		4.28		8.28	f 8.12			f 4.42			5.45		1.53	
D	SAN MIGUEL 3.9	45.1		**4.23**		8.23	s 8.07			s 4.36			5.35		**1.38**	
	WELLSONA 4.2	41.2		4.17		8.18	f 8.01			**4.29**			5.12		12.56	
	EOCENE 1.2	37.0														
DNR	PASO ROBLES 5.5	35.8		4.09		s 8.11	s 7.54			s 4.20			5.00AM		12.44	8.50PM
D	TEMPLETON 3.1	30.3		3.59		8.01	s 7.43			s 4.10					12.24	8.35
	ASUNCION 3.1	27.2		3.55		7.56	f 7.37			4.04					12.12	8.20
	ATASCADERO 1.4	24.1		3.51		7.51	f 7.32			f 4.00					12.01PM	8.10
	HAVEL 0.9	22.7														
	EAGLET 5.2	21.8		3.48		7.47	f 7.27			3.57					11.50AM	8.05
DNR	**SANTA MARGARITA**	16.6		3.36AM		7.40AM	7.20AM			3.50PM					11.35AM	7.50PM
	(135.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
	Time over District...... Average speed per hour......		(0.20) 30.00	(3.26) 39.34	(0.22) 27.27	(3.50) 35.24	(4.39) 29.05	(0.20) 30.00	(0.40) 26.70	(4.11) 32.29	(0.25) 18.72	(0.25) 18.72	(9.00) 12.88	(0.30) 20.00	(8.55) 15.14	(1.00) 19.20

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS { Nos. 23 and 87 stop on signal at "Miller's Gun Club," 300 feet west of mile post 108.
No. 101 stop at any station to discharge passengers from points east of San Luis Obispo.

Eastward. FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS				Distance from San Francisco	Time Table No. 99 August 30, 1914	
	244	314	76	24	22	10			
	Sunset Manifest	Way Freight	The Lark	San Luis Obispo Way Pass.	Coaster	Sunset Express			
	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**	
	12.05AM		8.00PM	9.00AM	7.45AM	9.00PM	0.0	**SAN FRANCISCO**	
42 YW	**3.50PM**	12.31AM	1.57AM	5.33PM	2.33PM	5.17AM	235.5	DNR **SANTA MARGARITA**	3.4
40	4.10	12.57	2.10	5.47	2.43	5.32	238.9	CUESTA	1.1
							240.0	THYLE (Spur)	2.6
76	4.25	1.15	2.21	5.59	2.53	5.43	242.6	NOVA	0.8
50 W	4.30	1.31	2.23	f 6.02	2.58	5.45	243.4	SERRANO	2.9
48	4.37	1.55	2.32	6.10	**3.08**	5.54	246.3	CHORRO	1.7
							248.0	GOLDTREE (Spur)	2.9
115	4.53	2.20	2.42	6.23	3.18	6.04	250.9	HATHAWAY	1.2
Yard TWFO	5.05PM	2.30AM	s **2.50AM**	s **6.30PM**	s 3.23PM	s 6.09AM	252.1	DNR **SAN LUIS OBISPO**	
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(16.6)	
	(1.15) 13.28	(1.59) 8.36	(0.53) 18.79	(0.57) 17.47	(0.50) 19.92	(0.52) 19.15		..............Time over District ....Average speed per hour	

Automatic Block: Santa Margarita to San Luis Obispo.

Westward trains are superior to trains of the same class in the opposite direction.

Eastward. FROM SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS			Distance from San Francisco	Time Table No. 99 August 30, 1914	
	244	316	22	10	76			
	Sunset Manifest	Way Freight	Coaster	Sunset Express	The Lark			
	Leave Daily	Leave Monday, Wednesday and Friday	Leave Daily	Leave Daily	Leave Daily		**STATIONS**	
	12.05AM		7.45AM	9.00PM	8.00PM	0.0	**SAN FRANCISCO**	
Yard TWFO	6.05PM	7.00AM	**3.33PM**	**6.25AM**	2.58AM	252.1	DNR **SAN LUIS OBISPO**	5.8
52	6.25	7.20	f 3.43	f 6.35	3.08	257.9	D EDNA	1.1
I						259.0	P. C. R. R. Crossing	0.1
			f			259.1	HADLEY (Spur)	0.9
32		7.28				260.0	TIBER	2.8
	6.41	7.40	f 3.51	f 6.45	3.16	262.8	PIZMO (Spur)	1.4
59	6.46	7.45	3.54	6.48	3.18	264.2	GROVER	1.7
45 W	6.51	**8.05**	s 3.58	f 6.51	3.21	265.9	D OCEANO	4.0
39	7.03	8.15	4.05	f 6.57	3.27	269.9	CALLENDER	2.5
49	7.13	8.25	4.10	f 7.01	3.31	272.4	BROMELA	4.1
52 W	7.28PM	8.39AM	s 4.17PM	s **7.09AM**	3.37AM	276.5	DN **GUADALUPE**	
	Arrive Daily	Arrive Monday, Wednesday and Friday	Arrive Daily	Arrive Daily	Arrive Daily		(24.4)	
	(1.23) 17.37	(1.39) 14.78	(0.44) 33.27	(0.44) 33.27	(0.39) 37.53		..............Time over District ....Average speed per hour	

Automatic Block: San Luis Obispo to Guadalupe.

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 22 stop on signal at Callender Friday and Sunday.
No. 10 stop at any station to receive passengers for El Paso and east.

Watsonville Jct. and San Luis Obispo Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 99 August 30, 1914		Distance from San Luis Obispo	FIRST CLASS				THIRD CLASS	
			75 The Lark	23 San Luis Obispo Way Pass.	101 Sunset Limited	21 Coaster	243 Sunset Manifest	313 Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
	SAN FRANCISCO	252.1	9.45AM	4.00PM	3.30PM	10.55PM	3.30AM	
Automatic Block DNR	**SANTA MARGARITA** 3.4	16.6	3.36AM	s 7.20AM	s 7.40AM	s **3.50**PM	11.35AM	7.50PM
	CUESTA 1.1	13.2	3.25	7.07	7.23	3.38	11.09	7.25
	THYLE 2.6	12.1						
	NOVA 0.8	9.5	3.15	6.57	7.12	3.23	10.49	7.09
	SERRANO 2.9	8.7	3.12	f 6.54	7.10	3.18	10.45	7.05
	CHORRO 1.7	5.8	3.05	6.44	6.50	**3.08**	10.25	6.50
	GOLDTREE 2.9	4.1						
	HATHAWAY 1.2	1.2	2.53	6.33	6.43	2.50	10.00	6.35
DNR	**SAN LUIS OBISPO**	0.0	**2.50**AM	**6.30**AM	**6.40**AM	2.47PM	9.45AM	**6.30**PM
	(16.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	Time over District........................		(0.46)	(0.50)	(1.00)	(1.03)	(1.50)	(1.20)
	Average speed per hour		21.65	19.92	16.60	15.81	9.05	12.45

Westward trains are superior to trains of the same class in the opposite direction.

San Luis Obispo and Santa Barbara Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 99 August 30, 1914		Distance from Santa Barbara	FIRST CLASS			THIRD CLASS	
			21 Coaster	75 The Lark	101 Sunset Limited	243 Sunset Manifest	315 Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday, Thurday and Saturday
	SAN FRANCISCO	370.7	10.55PM	9.45AM	3.30PM	3.30AM	
Automatic Block DNR	**SAN LUIS OBISPO** 5.8	118.6	s 2.37PM	s 2.42AM	s **6.25**AM	8.45AM	**3.28**PM
D	EDNA 1.1	112.8	f 2.23	2.30	f 6.15	8.30	2.50
	P. C. R. R. Crossing 0.1	111.7					
	HADLEY 0.9	111.6	f				
	TIBER 2.8	110.7					2.38
	PIZMO 1.4	107.9	f 2.15	2.21	f 6.01		2.25
	GROVER 1.7	106.5	**2.12**	2.18	5.58	8.12	**2.12**
D	OCEANO 4.0	104.8	s 2.09	2.15	s 5.55	**8.05**	1.15
	CALLENDER 2.5	100.8	2.02	2.09	f 5.47	7.46	12.55
	BROMELA 4.1	98.3	1.57	2.04	f 5.40	7.36	12.40
DN	**GUADALUPE**	94.2	1.50PM	1.58AM	5.29AM	**7.09**AM	12.25PM
	(24.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday, Thursday and Saturday
	Time over District........................		(0.47)	(0.44)	(0.56)	(1.36)	(3.03)
	Average speed per hour		31.15	33.27	26.14	15.25	8.00

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 21 stop on signal at Callender Wednesday, Friday and Saturday.

No. 101 stop at any station to discharge passengers from El Paso and east.

Eastward. FROM SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 99 August 30, 1914	Distance from Santa Barbara	FIRST CLASS			THIRD CLASS	
	244	316	22	10	76					101	21	75	243	315
	Sunset Manifest	Way Freight	Coaster	Sunset Express	The Lark					Sunset Limited	Coaster	The Lark	Sunset Manifest	Way Freight
	Leave Daily	Leave Mon., Wed. and Friday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs. and Saturday
	12.05AM		7.45AM	9.00PM	8.00PM	0.0		**SAN FRANCISCO**	370.7	3.30PM	10.55PM	9.45AM	3.30AM	
52 W	7.28PM	8.39AM	4.17PM	**7.09**AM	3.37AM	276.5	DN	**GUADALUPE**	94.2	s 5.29AM	s 1.50PM	1.58AM	**7.09**AM	12.25
52	7.48	8.56	f 4.25	f 7.17	3.43	280.7		4.2 WALDORF	90.0	f 5.19	f 1.43	1.52	6.47	12.10PM
52	8.08	9.12	4.34	7.25	3.51	284.8		4.1 SCHUMAN	85.9	5.12	1.36	1.46	6.35	11.55AM
						285.7		0.9 DEVON (Spur)	85.0					
48	8.17	9.22	s 4.39	f 7.30	3.55	287.5	D	1.8 CASMALIA	83.2	f 5.04	f 1.31	1.40	6.20	11.45
34	8.26	9.30	4.43	7.35	3.59	290.0		2.5 ANTONIO	80.7	4.58	1.26	1.35	6.10	11.35
51	8.36	9.40	4.48	f 7.41	4.04	293.2		3.2 NARLON	77.5	f 4.49	1.21	1.30	5.57	11.25
53	8.56	9.55	4.55	f 7.48	4.10	297.2		4.0 TANGAIR	73.5	4.39	f 1.15	1.24	5.45	11.10
49 YWF	9.20	10.10	s 5.03	s 7.59	**4.24**	302.7	DN	5.5 **SURF**	68.0	s **4.24**	s 1.04	1.14	5.25	10.50
54	9.40	10.25	f 5.14	8.09	4.34	307.9		5.2 HONDA	62.8	f 4.05	f 12.50	1.02	5.02	10.25
			f			310.5		2.6 ARLIGHT (Spur)	60.2	f	f			
51	10.00	10.40	5.27	8.19	**4.42**	312.5		2.0 ARGUELLO	58.2	3.58	12.43	12.55	**4.42**	10.05
53	10.25	11.00	f 5.35	f 8.29	4.49	317.3		4.8 SUDDEN	53.4	3.49	f 12.36	12.47	4.22	9.45
43 W	10.48	11.13	f 5.41	8.35	4.54	320.8		3.5 JALAMA	49.9	3.42	f 12.29	12.42	4.10	9.30
45	11.03	11.25AM	f 5.48	f **8.42**	5.01	325.3	D	4.5 CONCEPCION	45.4	f 3.35	f 12.22	12.34	3.55	**8.42**
						328.6		3.3 ANACAPA (Spur)	42.1					
52	11.30	**12.14**PM	5.55	8.50	5.08	329.8		1.2 GATO	40.9	3.28	**12.14**	12.26	3.40	8.28
20		12.35	f 5.58	f		331.0		1.2 SAN AUGUSTINE	39.7	f	f 12.12		3.36	8.23
10		12.45	f	f		334.2		3.2 DRAKE	36.5	f	f			
52	11.50PM	12.55	6.06	8.59	5.18	334.8		0.6 SACATE	35.9	3.20	12.06PM	12.19	3.26	8.08
50 W	**12.12**AM	1.20	s 6.15	s 9.07	5.26	339.4	DN	4.6 GAVIOTA	31.3	f 3.12	s 11.59AM	**12.12**	3.14	7.48
52	12.20	1.37	6.21	9.12	5.31	342.6		3.2 LENTO	28.1	**3.06**	11.52	12.07	**3.06**	7.33
54	12.35	2.00	f 6.27	f 9.18	5.36	345.7		3.1 TAJIGUAS	25.0	3.02	f 11.47	12.02AM	2.45	7.18
			f	f		348.6		2.9 ORELLA (Spur)	22.1	f	f			
52	12.50	2.20	6.36	9.26	5.44	349.9		1.3 CAPITAN	20.8	2.55	11.39	11.54PM	2.26	7.00
						353.1		3.2 VERAS (Spur)	17.6					
56 W	1.15	2.45	f 6.45	f 9.35	5.52	355.0	D	1.9 NAPLES	15.7	s 2.45	f 11.31	11.47	2.14	6.42
						357.1		2.1 VILO (Spur)	13.6					
58	1.30	3.15	f 6.51	f 9.42	5.59	358.9		1.8 ELLWOOD	11.8	f 2.35	f 11.23	11.41	2.00	6.27
30		3.25		f		360.2		1.3 COROMAR	10.5	f				6.22
27		3.35				361.7		1.5 LA PATERA	9.0					6.18
52	**1.45**	3.45	f 7.02	f 9.51	**6.05**	362.8	D	1.1 GOLETA	7.9	f 2.25	f 11.17	11.35	**1.45**	**6.05**
47	2.00	4.15	7.07	9.57	6.12	366.5		3.7 HOPE RANCH	4.2	2.19	11.10	11.29	1.18	5.47
	2.06	4.40	7.11	10.03	6.18	368.5		2.0 WEST STA. BARBARA	2.2	**2.15**	11.05	11.25	1.12	5.37
TWFO	2.30AM	5.00PM	s 7.20PM	s 10.15AM	s 6.25AM	370.7	DNRP	2.2 **SANTA BARBARA**	0.0	2.10AM	11.00AM	11.20PM	1.05AM	5.30AM
	Arrive Daily	Arrive Mon., Wed. and Friday	Arrive Daily	Arrive Daily	Arrive Daily			(94.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs. and Saturday
	(7.02)	(8.21)	(3.03)	(3.06)	(2.48)			Time over District		(3.19)	(2.50)	(2.38)	(6.04)	(6.55)
	13.36	11.28	30.88	30.38	33.64			Average speed per hour		28.40	33.24	35.77	15.52	13.61

Automatic Block

D. Track

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOP.

No. 10 stop at any station to receive passengers for El Paso and east.

ADDITIONAL STOP.

No. 101 stop at any station to discharge passengers from El Paso and east.

Eastward. FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 99	Distance from Pacific Grove	FIRST CLASS					THIRD CLASS
	312	146	28	84	144	140			August 30, 1914		141	27	143	87	147	311
	Way Freight	Pacific Grove Passenger	Del Monte Express	Scenic Local	Pacific Grove Passenger	Pacific Grove Passenger					Watsonville Junction Passenger	Del Monte Express	Del Monte Junction Passenger	Scenic Local	Del Monte Junction Passenger	Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
		3.00PM	2.10PM	8.10AM	7.45AM		0.0		**SAN FRANCISCO**	128.3	10.10AM	12.30PM	4.00PM	9.30PM	10.55PM	
75 YW	8.15AM	**7.43PM**	5.27PM	1.10PM	11.10AM	6.45AM	110.4	DNRP	**DEL MONTE JCT.**	17.9	s 5.45	s 9.00AM	s 10.45AM	s 4.05PM	s **7.33PM**	2.50PM
	8.25	f 7.48	5.31	f 1.15	f 11.15	f 6.50	112.4		2.0 NASHUA (Spur) P. V. R. R. Crossing	15.9	f 5.40	8.55	f 10.39	f 3.57	f 7.28	2.40
17	**8.52**	f 7.53	5.34	f 1.20	f 11.20	f 6.55	113.9	P	1.5 NEPONSET	14.4	f 5.35	**8.52**	f 10.34	f 3.52	f 7.23	2.30
28		f		f	f	f	114.8	P	0.9 LAPIS	13.5	f		f	f	f	
8	9.15	f 7.58	5.37	f 1.25	f 11.25	f 7.00	115.4		0.6 BARDIN	12.9	f 5.31	8.48	f 10.29	f 3.47	f 7.19	1.55
21	9.30	f 8.05	5.44	f **1.32**	f 11.32	f 7.07	119.7	P	4.3 GIGLING	8.6	f 5.24	8.41	f 10.22	f 3.40	f 7.12	**1.32**
	9.45	f 8.12	5.50	f 1.39	f 11.39	f 7.14	123.3		3.6 SEASIDE (Spur)	5.0	f 5.18	8.34	f 10.14	f 3.33	f 7.06	1.00
16	9.55	s 8.17	s 5.54	s 1.43	s 11.44	s 7.20	124.9		1.6 DEL MONTE	3.4	s 5.14	s 8.30	s 10.10	s 3.30	s 7.02	12.55
20	**10.00** **10.45**	s 8.22	s 6.02	s 1.46	s 11.48	s 7.25	125.7	DP	0.8 MONTEREY	2.6	s 5.10	8.20 s 8.10	s **10.05**	s 3.25	s 6.58	12.50
29 TWF	11.00AM	s 8.33PM	s 6.15PM	s 2.00PM	s 11.55AM	s 7.35AM	128.3	DRP	2.6 **PACIFIC GROVE**	0.0	5.00AM	8.05AM	9.55AM	3.15PM	6.48PM	12.30PM
11							130.0		1.7 **LAKE MAJELLA**	1.7						
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.45) 6.50	(0.50) 21.48	(0.48) 22.37	(0.50) 21.48	(0.45) 23.86	(0.50) 21.48			Time over District Average speed per hour		(0.45) 23.86	(0.55) 19.52	(0.50) 21.48	(0.50) 21.48	(0.45) 23.86	(2.20) 7.67

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 312 is superior to No. 311.

Eastward. FROM S. F., TOWARD S. F. Westward. Watsonville Jct. and San Luis Obispo Sub-Div.

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco		TimeTableNo.99 August 30, 1914 STATIONS	Distance from Spreckels
	0.0		**SAN FRANCISCO**	122.8
83 Y	120.3	P	**SPRECKELS JC**	2.5
	122.8		2.5 **SPRECKELS**	0.0
			(2.5)	

Service on Spreckels Branch by extra trains only.

Eastward. FROM S. F.—San Luis Obispo and Santa Barbara Sub-Division—TOWARD S. F. Westward.

Capacity of sidings in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS			Distance from San Francisco		TimeTableNo.99	Distance from Lompoc	FIRST CLASS		
	176	174	172			August 30, 1914		171	173	175
	Lompoc Mixed	Lompoc Mixed	Lompoc Mixed					Surf Mixed	Surf Mixed	Surf Mixed
	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
	7.45AM		9.00PM	0.0		**SAN FRANCISCO**	312.4		10.55PM	
49 YWF	5.10PM	1.10PM	8.22AM	302.7	DNRP	**SURF**	9.7	s 7.55AM	s 12.55PM	s 4.45PM
	5.14	1.14	8.26	303.8		1.1 BARODA (Spur)	8.6	7.51	12.45	4.35
	f	f	f	307.6		3.8 POST (Spur)	4.8	f	f	f
	f	f	f	308.1		0.5 GARUS (Spur)	4.3	f	f	f
	f	f	f	308.3		0.2 LA SALLE (Spur)	4.1	f	f	f
Term. T	s 5.40PM	s 1.40PM	s 8.52AM	312.4	DRP	4.1 **LOMPOC**	0.0	7.25AM	12.15PM	4.05PM
	Arrive Daily	Arrive Daily	Arrive Daily			(9.7)		Leave Daily	Leave Daily	Leave Daily
	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40			Time over District Average speed per hour		(0.30) 19.40	(0.40) 14.55	(0.40) 14.55

ADDITIONAL STOPS.

No. 172 stop to receive milk ¾ mile west of Post.

All trains stop on signal at Baroda pumping station 1.4 miles west of Post.

Westward trains are superior to trains of the same class in the opposite direction.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 99 August 30, 1914
	352	70	120	502	84	118			
	Way Freight	Santa Cruz Limited	Santa Cruz Passenger	Santa Cruz Passenger (Via Oakland)	Scenic Local	Watsonville Junction Passenger			
	Leave Tuesday Thursday and Saturday	Leave Daily except Sunday	Leave Daily Except Saturday and Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
		4.10PM		8.00AM	8.10AM		0.0		**SAN FRANCISCO**
56 WY		4.58PM			9.20AM		31.8	DR	**MAYFIELD** 2.2
							34.0		ALTA MESA 1.7
43		s5.05			f 9.27		35.7	P	LOS ALTOS 1.5
							37.2		SPRINGER ROAD 1.0
							38.2		LOYOLA 1.5
	From College Park						39.7		SIMLA (Spur) 1.3
34		f		Via West San Jose	f 9.35		41.0		MONTA VISTA 2.8
							43.8		AZULE (Spur) 1.4
43					f 9.44		45.2		CONGRESS JUNC. 1.0
		f			f		46.2		SAN TOMAS 0.7
		f			f		46.9		POLLARD ROAD 0.9
55		f			f 9.49		47.8		QUITO 0.3
	6.01AM	s5.22		10.35AM	s 9.51		48.1 51.8	RP	**VASONA JCT.** 2.5
43 TW	7.10	s5.28		s 10.44	s 10.00		54.3	DP	LOS GATOS 1.8
		f		f	f		56.1		LYNDON 0.9
34	7.30	f5.37		s 10.55	s 10.10		57.0	D	ALMA 1.5
		f		f			58.5		ALDERCROFT 1.5
24	**8.08**	f5.45		f 11.04	f 10.19		60.0		EVA 0.3
		f		f	f		60.3		CALL OF THE WILD 1.0
17 TW	9.20	s5.52		s 11.12	s 10.25		61.3	D	WRIGHT 2.1
8		f		s	s		63.4		LAUREL 1.4
22	9.50	f6.03		s 11.24	s 10.37		64.8	D	GLENWOOD 1.0
		f		f	f		65.8		CLEMS (Spur) 0.4
		f					66.2	Automatic Block	VIRGINIA (Spur) 0.4
15 W	10.05	f6.10		f 11.31	f 10.42		66.6		TANK SIDING 0.8
		f		f	f		67.4		ZAYANTE (Spur) 1.2
10	10.20	f6.17		f 11.38	f 10.48		68.6		MEEHAN 1.8
61	10.30	f6.22		s 11.43	s 10.53		70.4		OLYMPIA 1.7
		f		f 11.49AM	f		72.1		MT. HERMON 0.3
38 TW	**10.45AM** **2.10PM**	s **6.30**	**2.00PM**	s **12.01PM**	s **11.01**	**7.30AM**	72.4	DRP	**FELTON** 0.9
5	2.15	f	s 2.03	s 12.04	s 11.04	s 7.33	73.3		BIG TREES 2.1
11	2.25	f6.45	f 2.10	f 12.10	11.10	f 7.40	75.4		RINCON 1.3
		f	f			f	76.7		POWDER W'KS (Spur) 1.4
		f					78.1		EBLIS (Spur) 0.3
			s			s	78.4		PARK STREET 0.8
Term. Yd. TWFY	2.45PM	s 7.00PM	s 2.25PM	s 12.25PM	s 11.23AM	s 7.55AM	79.2	DRP	**SANTA CRUZ**
	Arrive Tuesday Thursday and Saturday	Arrive Daily Ex. Sunday	Arrive Daily Except Saturday and Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(43.7)
	(5.19)	(2.02)	(0.25)	(1.50)	(2.03)	(0.25)			...........Time over District.
	5.15	21.49	16.32	14.94	21.31	16.32			...........Average speed per hour.

ADDITIONAL STOPS.

No. 84 stop on signal at Aldercoft Saturday and Sunday.

Eastward passenger trains stop on signal at Golf Links between Powder Works and Eblis to discharge passengers.

Westward trains are superior to trains of the same class in the opposite direction.

Westward First Class trains take siding when meeting Eastward First Class trains at Felton.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 99

August 30, 1914

				FIRST CLASS					THIRD CLASS
				69	119	501	121	87	351
				San Francisco Limited	Boulder Creek Passenger	San Francisco Passenger (Via Oakland)	Boulder Creek Passenger	Scenic Local	Way Freight
	STATIONS		Distance from Santa Cruz	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday and Sunday	Arrive Daily	Ar. Mon., Wednesday and Friday
	SAN·FRANCISCO		79.2	9.50AM		5.50PM		9.30PM	
DR	**MAYFIELD**	2.2	47.4	s 8.59AM					
	ALTA MESA	1.7	45.2						
P	LOS ALTOS	1.5	43.5	s 8.51					
	SPRINGER ROAD	1.0	42.0						
	LOYOLA	1.5	41.0						
	SIMLA	1.3	39.5						
	MONTA VISTA	2.8	38.2	f 8.43		Via West San Jose		Via West San Jose	To College Park
	AZULE	1.4	35.4						
	CONGRESS JUNCTION	1.0	34.0						
	SAN TOMAS	0.7	33.0	f					
	POLLARD ROAD	0.9	32.3	f					
	QUITO	0.3	31.4	f					
RP	**VASONA JUNCTION**	2.5	31.1 27.4	s 8.33		s 3.16PM		s 7.46PM	4.47PM
DP	LOS GATOS	1.8	24.9	s 8.27		s 3.10		s 7.40	4.37
	LYNDON	0.9	23.1			f		f	
D	ALMA	1.5	22.2	8.17		s 2.58		f 7.31	3.50
	ALDERCROFT	1.5	20.7			f			
	EVA	0.3	19.2	**8.08**		f 2.48		f 7.23	3.25
	CALL OF THE WILD	1.0	18.9			f		f	
D	WRIGHT	2.1	17.9	s 8.02		s 2.43		s 7.17	3.15
	LAUREL	1.4	15.8			s		f	
D	GLENWOOD	1.0	14.4	f 7.50		s 2.31		s 7.04	2.50
	CLEMS	0.4	13.4			f			
	VIRGINIA	0.4	13.0			f			
	TANK SIDING	0.8	12.6	7.44		f 2.22		f 6.54	2.32
	ZAYANTE	1.2	11.8			f		f	
	MEEHAN	1.8	10.6	7.37		f 2.16		f 6.46	2.26
	OLYMPIA	1.7	8.8			s 2.11		s 6.39	2.20
	MT. HERMON	0.3	7.1	f		f 2.02		f 6.32	
DRP	**FELTON**	0.9	6.8	s **7.25**	s **10.55AM**	s **2.00**	s 4.45PM	s **6.30**	**2.05PM** **10.15AM**
	BIG TREES	2.1	5.9		s 10.50	s 1.55	s 4.40	s 6.24	10.10
	RINCON	1.3	3.8	7.13	f 10.43	f 1.48	f 4.33	f 6.17	10.00
	POWDER WORKS	1.4	2.5		f		f		
	EBLIS	0.3	1.1		f		f		
	PARK STREET	0.8	0.8		f		f		
DRP	**SANTA CRUZ**		0.0	7.00AM	10.30AM	1.35PM	4.20PM	6.03PM	9.30AM
	(43.7)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily	Lv. Monday Wednesday and Friday
	Time over District			(1.59)	(0.25)	(1.41)	(0.25)	(1.43)	(3.27)
	Average speed per hour			22.03	16.32	16.27	16.32	15.97	7.94

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction.

Westward First Class Trains take siding when meeting Eastward First Class Trains at Felton.

ADDITIONAL STOP.

No. 87 stop on signal at Aldercroft Saturday and Sunday.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 99 August 30, 1914
	358	**356**	**124**	**84**	**122**	**118**	**116**			
	Way Freight	Way Freight	San Francisco Passenger	Scenic Local	Watsonville Jct. Passenger	Watsonville Jct. Passenger	San Francisco Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
				8.10AM				0.0		**SAN FRANCISCO**
Term. YTWF	4.10PM	12.40PM	3.35PM	**11.30AM**	9.15AM	8.15AM	5.30AM	79.2	DRP	**SANTA CRUZ** 1.2
			f 3.38	s 11.33	f 9.18	f 8.18	f 5.33	80.4		SEABRIGHT (Spur) 0.5
			f	f	f	f	f	80.9		TWIN LAKES (Spur) 1.1
			f	f	f	f	f	82.0		DEL MAR 1.2
								83.2		OPAL (Spur) 0.7
21	4.27	**1.09**	s 3.48	s 11.44	s 9.29	s 8.30	s 5.45	83.9	D	CAPITOLA 1.2
			f	f	f	f	f	85.1		NEW BRIGHTON 1.9
16 YW	4.37	1.30	s 3.55	s 11.55	s 9.39	s 8.40	s 5.53	87.0	D	APTOS 0.7
6	4.40	1.37	3.57	11.57AM	9.41	8.43	5.55	87.7		FARLEY 2.0
			f	f	f	f	f	89.7		LEONARD (Spur) 0.9
			f	f	f	f	f	90.6		MANRESA (Spur) 1.9
14	5.00	1.52	f 4.08	f 12.07PM	f **9.49**	f 8.53	f **6.03**	92.5		ELLICOTT 3.3
39	**5.15**	2.02	f 4.18	f 12.15	f **9.59**	f 9.02	f 6.09	95.8		NUGA 2.0
Yard	5.25	2.09	s 4.23	s 12.20	s 10.05	s 9.09	s 6.15	97.8	D	P. V. R. R. Crossing WATSONVILLE 1.7
Yard YWF	5.35PM	2.15PM	s 4.30PM	¶ 12.25PM	s 10.10AM	s 9.15AM	s 6.20AM	99.5	DNRP	**WATSONVILLE JCT.**
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(20.3)
	(1.25) 14.33	(1.35) 12.80	(0.55) 22.14	(0.55) 22.14	(0.55) 22.14	(1.00) 20.30	(0.50) 24.36			....Time over District ....Average speed per hour

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of siding in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 99 August 30, 1914
	354	**520**	**518**	**516**	**514**	**512**			
	Way Freight	Boulder Creek Passenger	Boulder Creek Passenger	Boulder Creek Passenger	Boulder Creek Passenger	Boulder Creek Passenger			
	Leave Mon. Wed. and Fri.	Leave Daily	Leave Daily Except Sat. and Sun.	Leave Saturday and Sunday	Leave Daily	Leave Daily			**STATIONS**
					8.00AM	8.10AM	0.0		**SAN FRANCISCO**
38 TW	**11.11AM**	**6.30PM**	4.45PM	**2.05PM**	**12.05PM**	**11.01AM**	72.4	DRP	**FELTON** 1.0
		f	f	f	f	f	73.4		BONNY BRAE 0.9
		f	f	f	f	f	74.3		BRACKNEY 0.4
		f	f	f	f	f	74.7		GLEN ARBOR (Spur) 1.2
		f	f	f	f	f	75.9		NEWELL JUNC. (Spur) 0.4
11	**11.47AM**	s 6.45	s 5.00	s 2.20	s 12.20	s 11.14	76.3	D	BEN LOMOND 1.0
		f	f	f	f	f	77.3		PHILLIPSHURST 0.3
		f	f	f	f	f	77.6		SIESTA (Spur) 0.3
		f	f	f	f	f	77.9		FISH HATCHERY 0.4
	12.05PM	f 6.54	f 5.09	f 2.29	f 12.29	f 11.21	78.3		BROOKDALE (Spur) 0.5
		f	f	f	f	f	78.8		HARRIS 0.3
		f	f	f	f	f	79.1		FILBERT 0.6
Term. TW	12.15PM	s 7.00PM	s 5.15PM	s 2.35PM	s 12.35PM	s **11.26AM**	79.7	DRP	**BOULDER CREEK**
	Arrive Mon. Wed. and Fri.	Arrive Daily	Arrive Daily Except Sat. and Sun.	Arrive Saturday and Sunday	Arrive Daily	Arrive Daily			(7.3)
	(1.04) 6.84	(0.30) 14.60	(0.30) 14.60	(0.30) 14.60	(0.30) 14.60	(0.25) 17.52			....Time over District.... ....Average speed per hour....

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 512 is superior to No. 513.
No. 354 is superior to No. 353.

San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 99 August 30, 1914		Distance from Watsonville Jct.	FIRST CLASS					THIRD CLASS	
			119 Boulder Creek Passenger	123 Santa Cruz Passenger	125 Santa Cruz Passenger	87 Scenic Local	127 Santa Cruz Passenger	355 Way Freight	357 Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	SAN FRANCISCO	99.5				9.30PM			
DRP	**SANTA CRUZ** 1.2	20.3	s 10.25AM	s **11.22**AM	s 1.25PM	s 5.55PM	s 8.55PM	6.55AM	11.10AM
	SEABRIGHT 0.5	19.1	f 10.20	f 11.17	f 1.20	s	f 8.50		
	TWIN LAKES 1.1	18.6	f	f	f	f	f		
	DEL MAR 1.2	17.5	f	f	f	f	f		
	OPAL 0.7	16.3							
D	CAPITOLA 1.2	15.6	s 10.10	s 11.07	s **1.09**	s 5.40	s 8.40	6.38	10.50
	NEW BRIGHTON 1.9	14.4	f	f	f	f	f		
D	APTOS 0.7	12.5	s 9.59	s 10.57	s 1.01	s 5.32	s 8.32	6.26	10.40
	FARLEY 2.0	11.8	9.57	10.55	12.58	5.30	8.30	6.23	10.32
	LEONARD 0.9	9.8	f	f	f	f	f		
	MANRESA 1.9	8.9	f	f	f	f	f		
	ELLICOTT 3.3	7.0	f **9.49**	f 10.47	f 12.49	f 5.22	f 8.22	**6.03**	10.15
	NUGA 2.0	3.7	f 9.40	f 10.40	f 12.42	f **5.15**	f 8.15	5.43	**9.59**
D	P. V. R. R. Crossing WATSONVILLE 1.7	1.7	s 9.35	s 10.35	s 12.37	s 5.10	s 8.10	5.36	9.46
DNRP	**WATSONVILLE JCT.**	0.0	**9.30**AM	10.30AM	**12.30**PM	5.05PM	8.05PM	5.30AM	**9.40**AM
	(20.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
Time over District Average speed per hour			(0.55) 22.14	(0.52) 23.42	(0.55) 22.14	(0.50) 24.36	(0.50) 24.36	(1.25) 14.33	(1.30) 10.30

San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 99 August 30, 1914		Distance from Boulder Creek	FIRST CLASS				THIRD CLASS
			511 Watsonville Jct. Passenger	513 Felton Passenger	515 Felton Passenger	517 Felton Passenger	353 Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday, Wednesday, Friday
	SAN FRANCISCO	79.7	9.50AM		5.50PM	9.30PM	
DRP	**FELTON** 1.0	7.3	s 7.25AM	s **12.00** Noon	s **1.55**PM	s **6.25**PM	1.40PM
	BONNY BRAE 0.9	6.3	f	f	f	f	
	BRACKNEY 0.4	5.4	f	f	f	f	
	GLEN ARBOR 1.2	5.0	f	f	f	f	
	NEWELL JUNC. 0.4	3.8	f	f	f	f	
D	BEN LOMOND 1.0	3.4	s 7.09	s **11.47**	s 1.39	s 6.09	1.17
	PHILLIPSHURST 0.3	2.4	f	f	f	f	
	SIESTA 0.3	2.1	f	f	f	f	
	FISH HATCHERY 0.4	1.8	f	f	f	f	
	BROOKDALE 0.5	1.4	f 7.00	f 11.40	f 1.30	f 6.00	12.57
	HARRIS 0.3	0.9	f	f	f	f	
	FILBERT 0.6	0.6	f	f	f	f	
DRP	**BOULDER CREEK**	0.0	6.55AM	**11.35**AM	1.25PM	5.55PM	12.50PM
	(7.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Monday, Wednesday, Friday
Time over District Average speed per hour			(0.30) 14.60	(0.25) 17.52	(0.30) 14.60	(0.30) 14.60	(0.50) 8.76

Westward trains are superior to trains of the same class in the opposite direction.

Exceptions: No. 512 is superior to No. 513.
No. 354 is superior to No. 353.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS 802 Way Freight Leave Daily Ex. Sun.	THIRD CLASS 352 Way Freight Leave Tuesday, Thursday, Saturday	SECOND CLASS 202 New Almaden Mixed Leave Monday Only	FIRST CLASS 110 Sunset Express Leave Daily	FIRST CLASS 506 San Jose Passenger (Via Oakland) Leave Daily	FIRST CLASS 510 Milk Train Leave Daily	FIRST CLASS 558 San Jose Passenger (Via Oakland) Leave Daily	FIRST CLASS 502 Santa Cruz Passenger (Via Oakland) Leave Daily	FIRST CLASS 508 Milk Train Leave Daily	Distance from San Francisco		Time Table No. 99 August 30, 1914 STATIONS
				9.00PM	5.00PM		1.40PM	8.00AM		0.0		**SAN FRANCISCO**
Yard	2.05PM			11.00PM	7.05PM	**3.50**PM	3.35PM	10.10AM	5.45AM	44.3	D	SANTA CLARA 1.4
I	2.10PM	5.30AM	10.00AM	s 11.05PM	s 7.10PM	s 3.55PM	s **3.40**PM	s 10.15	s 5.50AM	45.7	R	**COLLEGE PARK** 1.1
Yard TWFO		5.35	s 10.05					s 10.20		46.8	DP	WEST SAN JOSE 2.1
		5.40	f 10.10					f		48.9		FOYLE (Spur) 0.8
			f					f		49.7		MOULTON (Spur) 1.0
34 W		5.55	s 10.16AM					s 10.28		50.7	DR	**CAMPBELL** 2.2
										52.9		VASONA (Spur) 0.4
		6.01AM						s 10.35AM		53.3 51.8	RP	**VASONA JUNCTION**
	Arrive Daily Ex. Sunday	Arrive Tuesday, Thursday, Saturday	Arrive Monday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(9.0)
	(0.05) 16.80	(0.31) 14.71	(0.16) 18.75	(0.05) 16.80	(0.05) 16.80	(0.05) 16.80	(0.05) 16.80	(0.25) 21.60	(0.05) 16.80			……Time over District ……Average speed per hour

Western Division trains will be governed by Western Division time table between Santa Clara and College Park.

Eastward. Westward.

FROM S. F.—S. F. and Watsonville Jct. Sub-Div.—TOWARD S. F.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco		Time Table No. 99 August 30, 1914 STATIONS	Distance from So. San Francisco
	0.0	DNR	**SAN FRANCISCO**	13.0
W	11.4		**BADEN** 1.6	1.6
Yard	13.0	D	SO. SAN FRANCISCO	0.0

Service performed by extra trains only.

Eastward. Westward.

San Francisco and Watsonville Jct. Sub-Division.

Capacity of siding in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 99 August 30, 1914 STATIONS	Distance from Loma Prieta
	0.0	**SAN FRANCISCO**	90.4
16 WY	87.0	**APTOS** 3.0	3.4
	90 0	MOLINO (Spur) 0.4	0.4
	90.4	**LOMA PRIETA**	0.0
		(3.4)	

Service on Loma Prieta Branch performed by extra trains only.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS 98 Loop Way Pass. Leave Daily Ex. Sunday	FIRST CLASS 96 San Bruno Way Pass. Leave Daily	FIRST CLASS 94 San Bruno Way Pass. Leave Daily	FIRST CLASS 92 San Bruno Way Pass. Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 99 August 30, 1914 STATIONS		Distance from San Bruno	FIRST CLASS 91 SanFrancisco Way Pass. Arrive Daily Ex. Sunday	FIRST CLASS 35 San Jose Way Pass. Arrive Daily	FIRST CLASS 93 Colma Way Pass. Arrive Daily	FIRST CLASS 95 SanFrancisco Way Pass. Arrive Daily	FIRST CLASS 97 Loop Way Pass. Arrive Daily Ex. Sunday
	5.30PM		11.30AM	5.05AM	0.0	DNR	**SAN FRANCISCO** 0.9	Double Track	13.6	6.35AM	7.30AM		2.30PM	7.15PM
I					0.9		**W. P. Ry. Crossing** 0.3		12.7					
					1.2		**O. S. Ry. Crossing** 0.4		12.4					
	5.37		11.37	5.12	1.6		EIGHTEENTH STREET 1.1		12.0	6.27	7.22		2.21	7.07
	s 5.40		s 11.41	s 5.15	2.7		VALENCIA STREET 1.3		10.9	s 6.23	s 7.18		s 2.17	s 7.03
	f 5.44		f 11.45	f 5.19	4.0		BERNAL 1.2		9.6	f 6.19	f 7.14		f 2.12	f 6.59
52	f 5.47		f 11.48	f 5.22	5.2		ELKTON 0.6		8.4	f 6.16	f 7.11		f 2.09	f 6.56
					5.8		RUP (Spur) 0.5		7.8					
	s 5.50		s 11.52	s 5.25	6.3		OCEAN VIEW (Spur) 1.1	Double Track	7.3	s 6.13	s 7.08		s 2.06	s 6.53
46	f 5.53		f 11.55	f 5.28	7.4		DALY CITY 0.7		6.2	f 6.10	f 7.04		f 2.02	f 6.49
52	f 5.55		f 11.57	f 5.30	8.1		UNION PARK 0.4		5.5	f 6.08	f 7.02		f 1.59	f 6.47
	s 5.56	1.15PM	s 11.59AM	s 5.31	8.5	R	COLMA (Spur) 0.6		5.1	s 6.07	s 7.01	s 12.38PM	s 1.58	s 6.46
	f	f	f	f	9.1		GREENLAWN (Spur) 0.6		4.5	f	f	f	f	f
	f	f	f	f	9.7		EMANUEL (Spur) 0.6		3.9	f		f	s	f
	f 6.02	f 1.24	s 12.08PM	f 5.40	10.3		HOLY CROSS (Spur) 1.1		3.3	f 6.00	f 6.54	f 12.29	f 1.49	f 6.39
W	f 6.05	f 1.27	f 12.11	f 5.43	11.4		**BADEN** (Spur) 1.6		2.2	f 5.57	f 6.51	f 12.26	f 1.46	f 6.36
Y	f 6.09	f 1.31	f 12.15	f 5.47	13.0		**TANFORAN** 0.6		0.6	5.53	6.47	12.22	1.42	6.32
	s 6.11PM	s **1.33**PM	s **12.17**PM	s **5.50**AM	13.6	RP	**SAN BRUNO**		0.0	**5.51**AM	6.45AM	**12.20**PM	**1.40**PM	6.30PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			(13.6)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(0.41) 19.90	(0.18) 17.00	(0.47) 17.36	(0.45) 18.13			……Time over District…… ……Average speed per hour……			(0.44) 18.54	(0.45) 18.13	(0.18) 17.00	(0.50) 16.32	(0.45) 18.13

ADDITIONAL STOPS—Nos. 35, 91, 92, 93, 94, 95, 96, 97 and 98 stop on signal at Woodlawn, Eternal Home, Mt. Olivet, Sholim and Cypress Lawn.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 92 is superior to No. 91. No. 96 is superior to No. 95. No. 94 is superior to No. 93. No. 98 is superior to No. 97.

San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO. Westward.

	Time Table No. 99 August 30, 1914	Distance from Vasona Junction	FIRST CLASS						THIRD CLASS	
			505	**187**	**101**	**501**	**87**	**557**	**801**	**351**
			San Francisco Passenger (Via Oakland)	Niles Passenger	Sunset Limited	San Francisco Passenger (Via Oakland)	Scenic Local	San Francisco Passenger (Via Oakland)	Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Mon., Wed., & Fri.
	SAN FRANCISCO	53.3	11.10AM		3.30PM	5.50PM	9.30PM	10.00PM		
D	SANTA CLARA	9.0	s 9.04AM	s 9.20AM	1.28PM	s **3.50PM**		s 8.10PM	4.45PM	
	1.4									
	COLLEGE PARK	7.6	9.00AM	9.15AM	1.23PM	s **3.40**	s 8.03PM	8.05PM	4.35PM	5.30PM
	1.1									
DP	WEST SAN JOSE	6.5				s 3.35	s 8.00			5.25
	2.1									
	FOYLE	4.4				f				5.15
	0.8									
	MOULTON	3.6				f				
	1.0									
DR	**CAMPBELL**	2.6				s 3.21	s 7.51			5.05
	2.2									
	VASONA	0.4								
	0.4									
RP	**VASONA JUNCTION**	0.0				3.16PM	7.46PM			4.47PM
	(9.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Mon., Wed., & Fri.
	Time over District		(0.04)	(0.05)	(0.05)	(0.34)	(0.17)	(0.05)	(0.10)	(0.43)
	Average speed per hour		21.00	16.80	16.80	15.88	26.82	16.80	8.40	10.60

Western Division trains will be governed by Western Division time table between College Park and Santa Clara.

Eastward. FROM S. F.—San Francisco and Watsonville Jct. Sub-Division—TOWARD S. F. Westward.

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 99 August 30, 1914	Distance from Tres Pinos	FIRST CLASS			THIRD CLASS	
	304	**306**	**208**	**206**	**204**					**203**	**205**	**207**	**305**	**303**
	Way Freight	Way Freight	Tres Pinos Mixed	Tres Pinos Mixed	Tres Pinos Mixed					Gilroy Mixed	Gilroy Mixed	Gilroy Mixed	Way Freight	Way Freight
	Leave Mon., Wed. & Fri.	Leave Tues., Thur.&Sat.	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thur.&Sat.	Arrive Mon., Wed. & Fri.
			3.00PM		6.30AM	00.0		**SAN FRANCISCO**	101.1	10.10AM	4.00PM	8.05PM		
	10.30AM	7.50AM	6.00PM	1.30PM	9.41AM	83.2	RP	**CARNADERO**	17.9	s 6.51AM	s 11.25AM	s 4.55PM	12.05PM	12.40PM
								0.7						
			f	f	f	83.9		PLANTEL (Spur)	17.2	f	f	f		
								2.0						
			f	f	f	85.9		FEP (Spur)	15.2	f	f	f		
								4.4						
11	**11.11**	8.15	f 6.15	f 1.45	f 9.56	90.3		**HUDNER**	10.8	f 6.35	f **11.11**	f 4.33	11.35AM	12.20
								4.6						
20 TW	11.35AM	8.45	s 6.25	s 1.55	s 10.06	94.9	DR	**HOLLISTER**	6.2	s 6.25	s **11.00**	s 4.23	11.15 10.45	12.05PM
								6.2						
Term. T		9.15AM	s 6.40PM	s 2.15PM	s **10.25AM**	101.1	DR	**TRES PINOS**	0.0	6.10AM	10.45AM	4.00PM	10.25AM	
	Arrive Mon., Wed. & Fri.	Arrive Tues., Thur.&Sat.	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thur.&Sat.	Leave Mon., Wed. & Fri.
	(1.05)	(1.25)	(0.40)	(0.45)	(0.44)			Time over District		(0.41)	(0.40)	(0.55)	(1.40)	(0.35)
	10.80	12.63	26.85	23.86	24.40			Average speed per hour		26.19	26.85	19.53	10.70	20.05

NOTE—All trains stop on signal at Sawyer's Crossing, M. P. 85, and at San Benito Springs, 4 miles east of Hollister.

Eastward. FROM S. F.—San Francisco and Watsonville Jct. Sub-Division—TOWARD S. F. Westward.

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS					Distance from San Francisco		Time Table No. 99 August 30, 1914	Distance from Davenport	FIRST CLASS			
	410	**408**	**406**	**404**	**402**					**401**	**403**	**405**	**407**
	Davenport Mixed	Davenport Mixed	Davenport Mixed	Davenport Mixed	Davenport Passenger					Santa Cruz Passenger	Santa Cruz Mixed	Santa Cruz Mixed	Santa Cruz Mixed
	Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
						0.0		**SAN FRANCISCO**	90.7				
Term. FWTY	4.40PM	1.45PM	12.45PM	8.00AM	6.00AM	79.2	DRP	**SANTA CRUZ**	11.5	s 7.15AM	s 11.45AM	s 4.00PM	s 6.10PM
								1.9					
52	f 4.45	f 1.50	12.50	8.05	f 6.05	81.1		ORBY	9.6	f 7.08	11.37	3.53	f 6.03
								2.3					
						83.4		WILDER SPUR	7.3				
								2.5					
37	f 4.57	f 2.02	1.02	f 8.17	f 6.17	85.9		GODOLA	4.8	f 6.56	11.26	f 3.41	f 5.51
								4.8					
Term. WY	s 5.10PM	s 2.15PM	s 1.15PM	s 8.30AM	s 6.30AM	90.7	RP	**DAVENPORT**	0.0	6.45AM	11.15AM	3.30PM	5.40PM
	Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(11.5)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(0.30)	(0.30)	(0.30)	(0.30)	(0.30)			Time over District		(0.30)	(0.30)	(0.30)	(0.30)
	23.00	23.00	23.00	23.00	23.00			Average speed per hour		23.00	23.00	23.00	23.00

ADDITIONAL STOPS—Nos. 401, 402, 407, 408 and 410 stop on signal at Younglove Avenue, Santa Cruz. Nos. 402 and 407 stop on signal at California Street, Santa Cruz Nos. 404 and 407 stop on signal at Laguna Creek. Nos. 401, 402, 405, 406, 408 and 410 stop on signal at Laguna Creek, Liddell and Lower Crossing Davenport. All trains stop on signal at Wilder Spur, and at point opposite dairy buildings one-half mile west of Wilder Spur.

Eastward. FROM S. F. TOWARD S. F. Westward. S. F. and Watsonville Jct. Sub-Div.

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	SECOND CLASS	Distance from San Francisco		TimeTableNo.99 August 30, 1914	Distance from New Almaden
	202				
	New Almaden Mixed				
	Leave Mon. Only			**STATIONS**	
		0.0		**SAN FRANCISCO**	64.1
34 W	10.16AM	50.7	DR	**CAMPBELL**	13.4
				0.1	
		50.8 54.5		JC. ALMADEN BR.	13.3 9.6
				1.5	
	f 10.23	56.0		L. G. & S. J. ROAD	8.1
				0.7	
	f 10.27	56.7		UNION AVE. (Spur)	7.4
				2.4	
	f 10.37	59.1		LE FRANC (Spur)	5.0
				0.8	
	f 10.41	59.9		THONA	4.2
				2.8	
6	f 10.53	62.7		ALMADEN CROSS'G	1.4
				1.4	
Term.	s 11.00AM	64.1	R	**NEW ALMADEN**	0.0
	Arrive Mon. Only			(9.7)	
	(0.44)			Time over District	
	13.23			Average speed per hour	

Eastward. FROM S. F.—TOWARD S. F. Westward. San Francisco and Watsonville Jct. Sub-Div.

Capacity of siding in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco		TimeTableNo.99 August 30, 1914	Distance from New Almaden	FIRST CLASS
					201
					San Jose Mixed
			STATIONS		Arrive Mon. Only
	0.0		**SAN FRANCISCO**	63.0	
51	55.5	R	**LICK**	7.5	s 11.50AM
			3.4		
12	58.9		ALAMITOS	4.1	f 11.30
			0.9		
16 W	59.8		SEALS	3.2	f 11.25
			1.5		
	61.3		GREYSTONE	1.7	s 11.18
			1.7		
Term.	63.0	R	**NEW ALMADEN**	0.0	11.10AM
			(7.5)		Leave Mon. Only
			Time over District		(0.40)
			Average speed per hour		11.25

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 402 is superior to No. 401.

SPECIAL RULES.

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

ON DOUBLE TRACK, BETWEEN SAN FRANCISCO AND SAN JOSE VIA BAY SHORE, ANY ENGINE MAY RUN EXTRA BETWEEN ANY POINTS WITHOUT RUNNING ORDERS, BUT MUST COMPLY WITH RULE 83-A BEFORE LEAVING SAN FRANCISCO AND SAN JOSE.

STANDARD CLOCKS.

San Francisco, Dispatcher's Office,
" " Yard Master's Office,
" " Engineers' Room,
Redwood City passenger station,
San Jose " "
Santa Cruz " "
Gilroy " "
Tres Pinos " "
Watsonville Jct. " "
San Luis Obispo, Dispatcher's Office,
Boulder Creek passenger station,
Del Monte Jct. " "
Pacific Grove " "
Salinas " "
King City " "
Paso Robles " "
Santa Margarita " "
Surf " "
Santa Barbara " "

WATCH INSPECTORS.

Webb C. Ball, General Time Inspector, Flood Bldg.	San Francisco.
T. Lundy, 718 Market St.	San Francisco.
P. H. Shuey, 2006 Mission St.	San Francisco.
R. Kocher & Son	San Jose.
J. J. Fretwell	Los Gatos.
J. P. McAlpine	Gilroy.
G. P. Martin	Watsonville.
Klein & Trumbley	Santa Cruz.
A. W. Anderson	Salinas.
E. B. Lewis	Pacific Grove.
M. Marshall	San Luis Obispo.
A. A. Poole	Santa Barbara.
E. H. Pratt	Lompoc.

BULLETIN BOARDS.

San Francisco,
Redwood City,
San Jose,
Gilroy,
Watsonville Jct.
Santa Cruz,
Pacific Grove,
Boulder Creek,
Paso Robles,
San Luis Obispo,
Surf,
Santa Barbara.

CLEARANCES.

Trains must obtain clearance card before leaving San Jose.

Trains must obtain clearance card before leaving Santa Cruz when an operator is on duty.

Trains to and from Pacific Grove branch must obtain clearance card before leaving Del Monte Junction when an operator is on duty.

Eastward trains via Los Altos must obtain clearance card at Mayfield when operator is on duty.

Within automatic block limits, last portion of Rule 86 will not apply.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations except when operator is on duty.

REGISTERING.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

EXCEPTIONS.

Colma:

Only trains originating and terminating will register.

San Bruno:

Only No. 35 and trains originating and terminating will register.

Redwood City:

Only trains via Dumbarton line and trains originating and terminating will register.

Mayfield:

Only trains via Los Altos and trains originating and terminating will register.

College Park:

Only trains via West San Jose and Western Division trains originating or terminating at San Jose or College Park will register.

All eastward trains on Campbell line stopping to register at College Park switch house must not stop until rear of train is east of three-arm signal at this point.

All eastward trains into Market Street station, when stopping to register at College Park switch house, must not stop with more than one car west of switch house.

All westward Coast Division trains stopping at College Park station must not stop until rear of train is west of dwarf signal at this point.

Lick and Campbell:

Only trains moving over New Almaden Branches will register.

Gilroy:

Nos. 101 and 75 will register by ticket as per Rule 83-B.

Carnadero:

Only Tres Pinos Branch trains will register.

Salinas:

Only trains originating and terminating will register.

King City:

Only trains originating and terminating will register.

Paso Robles:

Only trains originating and terminating will register.

RAILROAD CROSSINGS NOT INTERLOCKED.

Monte Vista	Peninsular Railway.
Congress Junction	Peninsular Railway.
Watsonville	Pajaro Valley Consolidated Ry.
Nashua	Pajaro Valley Consolidated Ry.

One long blast of the whistle should be sounded at the proper distance when approaching same, two short blasts to be sounded after the train has stopped and before passing over the crossing.

TRAIN AND AIR INSPECTION.

Air brakes on all trains must be tested at Santa Margarita, Davenport, Glenwood, Santa Cruz, Boulder Creek, Tres Pinos and New Almaden and when air line has been cut or cars are picked up or set out at any point, in the manner prescribed by air brake Rule No. 14.

USE OF RETAINERS.

Conductors will be responsible for proper handling of retainers by brakeman.

On passenger trains descending grades between San Luis Obispo and Santa Margarita, one-half the retainers will be turned up on all cars to which trainmen have access, and after proceeding two miles remaining retainers will be turned up, those first turned up will then be turned down; such alternation to be continued every two miles until arrival at San Luis Obispo or Santa Margarita.

On freight trains descending grades between San Luis Obispo and Santa Margarita, all retainers will be used.

On ordinary grades retainers will be used on freight trains in accordance with Rules 46, 47 and 48, governing air brakes. "Red Book," effective July 1, 1909.

Retainers will be used under other circumstances where in the judgment of the engine and train crew it is deemed necessary.

USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between San Francisco and Santa Barbara, and between Vasona Junction and Santa Cruz, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operators on all districts will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Attention of conductors and engineers is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC BLOCK SYSTEM.

Signal eastward trains Watsonville Junction yard and westward trains San Luis Obispo yard and distant signal westward trains Logan yard on left side of track.

Referring to Rule 504, Book of Rules: On **SINGLE TRACK** trains will wait five minutes before following flagman.

San Jose. If signal 464 is at stop, proceed immediately; in storm or fog, flag.

West Santa Barbara, signal 3686 will not assume the proceed position until after switch is lined for eastward track.

Trains delayed by block signals must report to Superintendent by wire. Conductor must use every reasonable effort to ascertain cause.

OVERLAPS.

Affecting eastward trains—Nova and Hathaway. Westward trains—Tennant and Miller. Eastward and westward trains—Logan. Trains in direction indicated holding main track against opposing trains must not pass post marking overlap of adjoining block, and switch must not be opened to head opposing train into siding until it is known that expected train has passed signal at opposite end of block.

STAFF LIMITS.

Wright and Glenwood. Staff is used as additional precaution and does not suspend requirements of rules, time-table nor train orders. Westward trains obtain staff at Glenwood, eastward trains at Wright when operator is on duty, and must not pass station train order signal until staff is in their possession.

In case of wire trouble, trains may move within these limits on authority of staff only; Rule 457 will not apply. When trains do not get staff, must register at Wright and Glenwood.

INTERLOCKING SIGNAL TOWERS.

Trains must clear detector circuit at all times.

Particular attention to Rules 663, 671 and 903.

Engineers will sound one short and two long, o ——— ———, blasts of the whistle for Coast Division main track.

Ninth and Division Tower.

Eastward trains governed by one-arm signal 420 feet west of tower.

Westward trains governed by one-arm signal 900 feet east of tower; this signal governs to two-arm signal 40 feet east of tower.

Two-arm signal 40 feet east of tower; upper arm for westward main track; lower arm for other routes.

Other movements governed by dwarf signals within interlocked limits.

Whistle signals are to be used.

One short and one long (o ———) blast of the whistle if they desire switches lined up for Chemical Works (track 66); one long and one short (——— o) blast of the whistle if they desire switches lined up for the upper stone yard; four short (o o o o) blasts of the whistle if they desire switches lined up for the lower stone yard; two long and one short (——— ——— o) blast of the whistle if they desire switches lined up for National Ice Company spur (track 61); two short, one long and two short (o o ——— o o) blasts of the whistle if they desire switches lined up against traffic.

College Park Tower.

Eastward trains governed by signals on bridge 1200 feet west of tower. The signal posts on bridge are placed over track trains approach.

Upper arm good eastward on main track to two-arm post 250 feet east of tower; lower or short arm good eastward for other routes.

Two-arm post 250 feet east of tower, upper arm good for eastward main track to San Jose; lower arm good to Campbell line.

Westward trains from San Jose governed by three-arm signal 700 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark track, and lowest arm good for other routes.

Westward trains Campbell track governed by three-arm signal 500 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark track, and lowest arm other routes.

Trains from San Jose freight yard governed by dwarf signal 10 feet east of cross-over switch.

Other movements governed by dwarf signals.

Engineers will sound two short, one long and two short, o o ——— o o, blasts of whistle for Newark or Campbell track; one long and one short, ——— o, blasts of whistle for San Jose freight yard; two long and one short, ——— ——— o, blasts of whistle for Santa Cruz drill track.

San Jose Tower, Coast Division.

Two-arm signal 150 feet west of tower, upper arm governs movement of eastward trains, main track; lower arm governs movement to spur at Third Street.

Single arm signal at Fourth Street governs movement westward trains to two-arm signal at Third Street.

Upper arm at Third Street signal governs movement westward trains, westward main track; lower arm governs movement westward trains through crossover to dwarf signal or to eastward main track.

Dwarf signals govern movement of eastward trains from track 3 or from freight yard to main track.

Westward Coast Division trains desiring to enter freight yard will sound one long and one short, ——— o, blasts of the whistle.

San Jose Tower, Western Division.

Two-arm signal at Third Street, upper arm governs movement of eastward trains to dwarf signal; lower arm governs movement to spur between First and Second streets.

Dwarf signal governs movement of westward trains from freight yard or track 3 to Niles line.

Eastward Western Division trains desiring to enter freight yard will sound one long and one short, ——— o, blasts of the whistle.

Other movements governed by dwarf signals.

Hadley Tower.

Note general and special rules.

SPECIAL RULES—Continued.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH THE FOLLOWING ENGINES ARE COUNTERBALANCED.

Class of Locomotive	Engine Numbers	Maxim'm Speed in Miles per Hr.	Maximum Wheel Pressure
A—84 15-25/28 110	3000 to 3009	77	48375
A—81 20/28 105	3025 to 3065	77	46380
P—77 22/28 141	2400 to 2437	77	35680
P—77 25/28 172s	2453 to 2458	....	....
T—63 19/24 105	2221-2230-2233—2234	63	29150
T—63 20/26 112	2249-2250-2254-2259-2271	63	31760
C—57 22/30 180	2624 to 2679	52	39650
C—57 22/30 187	2513 to 2599—2752 to 2836	57	36470
C—57 22/30 184	2698 to 2751	57	35965
C—57 22/30 178	2680 to 2693	57	34350
M—63 20/28 126	1615 to 1719	63	34480
M—63 21/28 144	1749-1799	53	42860
M—63 20/28 147	1804 to 1818	63	37650
E—73 20/26 100	1526 to 1540	73	45615
E—73 20/24 92	1445 to 1458	73	33840

The above table is for the information of Enginemen, and must not be considered to in any way authorize exceeding speed restrictions.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour.

Trains must not exceed a speed of 15 miles per hour between Third St. station, San Francisco, and west portal of Tunnel No. 1; and between Third St. station, San Francisco, and Valencia St. Trains must not exceed a speed of 12 miles per hour through San Jose, Los Gatos and Gilroy, 8 miles per hour through Santa Cruz, Watsonville and Salinas, and 6 miles per hour through Hollister; 30 miles an hour between Dumbarton Wye switch and the first street crossing west of freight house at Redwood City. Time required between slow boards at Redwood City, 2 minutes.

Trains must reduce speed as follows:		Speed per Hour	Distance
Carnadero	700′ East MP 83 to 1700′ East MP 83	40 Mi.	1000′
Sargent-Betabel	MP 87 to MP 89	40 Mi.	2 Miles
East of Betabel	1000′ East MP 90 to 2000′ West MP 91	40 Mi.	2280′
Logan	900′ East MP 92 to 2500′ West MP 94	30 Mi.	7160′
Elkhorn	1700′ West MP 104 to 2200′ East MP 104	30 Mi.	3900′
Rocky Point	1900′ East MP 155 to 1380′ West MP 156	30 Mi.	2000′
Bradley	1600′ West MP 194 to 280′ West MP 194	30 Mi.	1320′
Templeton	560′ East MP 221 to 2000′ West MP 222	40 Mi.	2560′
Havel	800′ East MP 229 to 1500′ East MP 229	40 Mi.	700′
Eaglet	300′ West MP 231 to 700′ East MP 231	40 Mi.	1000′
Hadley	MP 259 to 3000′ East MP 259	45 Mi.	3000′
Tiber	777′ East MP 261 to 1523′ West MP 262	30 Mi.	2980′
Callender	MP 268 to MP 269	45 Mi.	1 Mile
Schuman	1000′ West MP 284 to MP 284	45 Mi.	1000′
Schuman	MP 285 to 3000′ E MP 285	45 Mi.	3000′
Antonio	MP 291 to 1500′ E MP 291	45 Mi.	1500′
Lapis	3800′ East MP 114 to 480′ West MP 115	30 Mi.	1000′
Gigling	1000′ East of MP 121 to 2500′ East MP 121	30 Mi.	1500′
Seaside	640′ West MP 122 to 2000′ East MP 122	30 Mi.	2640′
Del Monte	2640′ East MP 124 to 3140′ East MP 124	30 Mi.	500′
Monterey	3500′ East MP 125 to 3500′ East MP 126	25 Mi.	1 Mile
Pacific Grove	840′ East MP 127 to 690′ East MP 128	25 Mi.	5130′
Los Gatos	2000′ East MP 55 to MP 56	15 Mi.	3200′
Alma	500′ West MP 58 to 3500′ E MP 58	20 Mi.	4000′
Aldecroft	2300′ East MP 59 to 2800′ East MP 59	20 Mi.	500′
Tunnel No. 1		20 Mi.	6200′
Laurel	500′ East MP 63 to East End Tunnel No. 2	20 Mi.	7800′
Glenwood	500′ East MP 65 to 3000′ East MP 65	20 Mi.	2500′
Clems	West End Tunnel No. 3 to 300′ East of East End Tunnel No. 3	20 Mi.	1200′
Big Trees	East End Tunnel 5 to 2640′ East MP 74	20 Mi.	1600′
Rincon	1200′ West MP 75 to 200′ East MP 75	25 Mi.	1400′
Rincon	1000′ West MP 76 to 300′ West MP 76	20 Mi.	700′
Powder Works	2300′ East MP 76 to 2800′ East MP 76	25 Mi.	500′
Powder Works	3900′ East MP 76 to MP 77	25 Mi.	1380′

Eastward freight trains not to exceed speed of 15 miles per hour through Tunnel No. 4 Bay Shore.

Running time passenger trains Vasona Junction to Santa Cruz, exclusive of stops, 1 hour 12 minutes.

No train shall exceed a speed of 10 miles per hour on curve at New Almaden Junction, nor speed of 10 miles per hour through cross-overs and entering sidings.

Except as shown in "Speed Restrictions" the following limits of speed will govern:

	Passenger	Freight
West Portal Tunnel 1, San Francisco-Santa Margarita (via Bay Shore)	50	35
Santa Margarita-San Luis Obispo	30	20
San Luis Obispo-Sacate	50	35
Sacate-Santa Barbara	45	35
Valencia St.-San Bruno (via Tanforan)	25	25
Lick-New Almaden-Campbell	15	15
Carnadero-Hollister	50	30
Hollister-Tres Pinos	35	25
Watsonville Jct.-Santa Cruz	40	20
Del Monte Jct.-Pacific Grove	40	20
Surf-Lompoc	30	20
San Jose-Vasona Junction	50	30
Vasona Junction-Olympia	25	20
Olympia-Santa Cruz	30	20
Davenport-Santa Cruz	50	30
Boulder Creek-Felton	20	12
Loma Prieta Branch	8	8
Mayfield-Vasona Junction	50	30

Maximum speed of certain classes of locomotives running light must not exceed:

Engines of consolidated type	40 miles per hour.
Mogul type—compound engines	45 " "
Switch engines, 6 wheel connected	20 " "

Running Backward.

Consolidated type	20 miles per hour.
Mogul type	25 " "
All types passenger power	25 " "

This except where maximum speed is 25 miles per hour, engines backing up in such territory will not exceed 15 miles per hour.

LOCATION OF OVERHEAD STRUCTURES

MAIN TRACK

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
1.3	San Francisco	Bay Shore	Mariposa Street	17.0 Ft
1.3	"	"	A. T. & S. F. R. R. Crossing	21.6 "
1.5	"	"	Tunnel No. 1	18.1 "
1.7	"	"	22nd St. Crossing	16.9 "
1.9	"	"	23rd St. Crossing	16.7 "
2.0	"	"	Tunnel No. 2	17.6 "
3.1	"	"	15th Avenue	16.1 "
3.4	"	"	Tunnel No. 3	18.1 "
4.2	"	"	Paul Avenue	19.0 "
4.6	"	"	Tunnel No. 4	17.2 "
7.7	Bay Shore	So. San Francisco	Tunnel No. 5	17.6 "
29.7	Menlo Park	Palo Alto	San Francisquito Creek, Thru Truss	21.8 "
120.5	Spreckels Jct	Spence	P. V. C. R. R. Crossing	21.5 "
222.0	Templeton	Asuncion	Road Crossing	20.6 "
239.6	Cuesta	Thyle	Tunnel No. 6	16.6 "
240.2	Thyle	Serrano	Tunnel No. 7	16.6 "
240.6	"	"	Tunnel No. 8	16.6 "
240.9	"	"	Tunnel No. 9	18.0 "
241.7	"	"	Tunnel No. 10	16.0 "
245.9	Serrano	Chorro	Tunnel No. 11	16.6 "
251.1	Hathaway	San Luis Obispo	Road Crossing, close sides	25.1 "
251.2	"	"	Road Crossing	21.7 "
251.8	"	"	Road Crossing	21.6 "
261.4	Tiber	Pizmo	Villa Creek, 2nd Crossing, Thru Truss	19.3 "
279.5	Guadalupe	Waldorf	Road Crossing	21.3 "
318.3	Sudden	Jalama	Tunnel No. 12	18.0 "
334.4	Drake	Sacate	Tunnel No. 13	17.9 "

SAN BRUNO BRANCH

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
3.0	Valencia St	Bernal	Dolores Street Bridge, Thru Truss	19.3 "
3.6	Bernal	Elkton	Spring Valley Pipe Crossing	21.3 "
5.7	Elkton	Rup	U. R. R. Crossing, close sides	22.1 "

LOS GATOS LINE—VASONA TO SANTA CRUZ

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
62.0	Wright	Laurel	Tunnel No. 1	18.7 "
64.0	Laurel	Glenwood	Tunnel No. 2	18.4 "
66.0	Glenwood	Clems	Tunnel No. 3	19.3 "
69.3	Meehan	Eccles	Tunnel No. 4	19.8 "
73.4	Big Trees	Rincon	San Lorenzo River Bridge Thru Truss	19.0
74.1	"	"	Tunnel No. 5	15.5 "
75.5	Rincon	Powder Works	Road Crossing	....
78.2	Eblis	Park Street	Tunnel No. 6	16.2 "

WATSONVILLE JUNCTION—SANTA CRUZ BRANCH

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
79.3	Santa Cruz	Seabright	Street Crossing	18.1 "
79.4	Santa Cruz	Seabright	Road Crossing	17.7 "
90.1	Leonard	Manresa	Road Crossing	19.7 "

MONTEREY BRANCH

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
123.5	Seaside	Del Monte	Foot Bridge	21.1 "

LICK—NEW ALMADEN BRANCH

MILE POST	EAST OF	WEST OF	DESCRIPTION	HEIGHT
62.1	Greystone	New Almaden	Arroyo Seco Bridge, Thru Truss	19.3 "

Employes must not ride on top of cars at above places.

Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

JUNCTION SWITCHES.

Switches at Vasona Junction and Felton must be left set, making track from Mayfield to Santa Cruz the continuous main track.

S. P. Co. trains and San Jose, Los Gatos & Interurban Ry. Co. cars will use S. P. Co. tracks from the junction between Campbell and L. G. & S. J. road to L. G. & S. J. road jointly. Switches at junction points must be lined up for Interurban Ry. Co. line. S. P. Co. train No. 202 has right over San Jose, Los Gatos & Interurban Ry. Co. cars on joint track, but must come to a stop before going on joint track and not exceed a speed of ten miles an hour over joint track. All other S. P. Co. trains must first come to a stop before going on joint track and send flagman in advance immediately, wait five minutes after the flagman has started, and then proceed under control at a speed not exceeding six miles per hour until the train has passed off joint track, taking particular care not to close down on the flagman ahead until he has reached the end of joint track. All such S. P. Co. trains must be protected to the rear as per Rule 99.

FOLLOWING IS LIST OF DISTRICT AND EMERGENCY SURGEONS ON THIS DIVISION.

DISTRICT SURGEONS		DISTRICT
San Francisco	DR. F. K. AINSWORTH	All Districts
San Francisco	DR. W. B. COFFEY	
San Francisco	DR. J. H. O'CONNER	
San Francisco	DR. S. J. GARDNER	
San Francisco	DR. G. R. CARSON	
San Francisco	DR. C. A. WALKER	
San Francisco—Oculist and Aurist	DR. GRANT SELFRIDGE	
San Francisco—Oculist and Aurist	DR. REDMOND PAYNE.	
South San Francisco	DR. H. G. PLYMIRE	
San Mateo	DR. W. C. BAKER	Millbrae to Belmont.
Redwood City	DR. J. L. ROSS	Belmont to Atherton.
Palo Alto	DR. L. E. PHILLIPS	Atherton to Mayfield.
Mountain View	DR. J. W. ELLIS	Mayfield to Lawrence.
Santa Clara	DR. J. I. BEATTIE	Lawrence to Newark to San Jose.
San Jose	DR. D. A. BEATTIE DR. E. F. HOLBROOK	Santa Clara to Campbell and to Coyote.
Gilroy	DR. J. A. CLARK	Coyote to Chittenden.
Hollister	DR. R. L. ROOKLEDGE	Carnadero to Tres Pinos.
Salinas	DR. T. C. EDWARDS	Gonzales to Elkhorn.
Watsonville	DR. E. E. PORTER DR. S. C. RODGERS	Aptos, Chittenden and Elkhorn.
Pacific Grove	DR. H. N. YATES	Del Monte Jct. to Lake Majella.
Soledad	DR. F. J. BRYANT	Gonzales to King City.
San Miguel	DR. WM. McNAUL	King City to Wellsona.
Paso Robles	DR. R. O. DRESSER	Wellsona to Asuncion.
Santa Margarita	DR. J. T. GARDNER	Asuncion to Serrano.
San Luis Obispo	DR. W. M. STOVER DR. J. A. GUILFOIL	Serrano to Oceano.
Guadalupe	DR. J. H. FRANKLIN	Oceano to Concepcion.
Lompoc	DR. L. E. HEIGES	Surf to Lompoc.
Santa Barbara	DR. R. BROWN DR. B. BAKEWELL	Concepcion to Santa Barbara.
Los Gatos	DR. R. P. GOBER	Glenwood to Campbell.
Santa Cruz	DR. P. T. PHILLIPS	Aptos to Glenwood.
Brookdale	DR. W. A. PHILLIPS	Felton to Boulder Creek.

EMERGENCY SURGEONS

General Hospital, San Francisco	
Visitacion	DR. RICHARD J. DOWDALL
Ocean View	DR. MARY DANGEL
Mayfield	DR. F. M. SEIBERT
Morganhill	DR. F. W. WATT
Kings City	DR. D. BRUMWELL
Gonzales	DR. M. B. GOULD
Del Monte	DR. W. L. TEABY
Goleta	DR. W. A. ROWELL
New Almaden	DR. M. D. BAKER
Los Altos	DR. E. H. COLEMAN
Campbell	DR. W. I. MERRELL

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

Kind of Car	Average Wts.—Pounds		
	Wood	Steel	Steel Underframe
Pullman Parlor	116,000		
Pullman Observation	124,500	150,000	127,000
Pullman Std. Sleepers	125,000	150,000	140,000
Pullman Tourist Sleepers	94,000		110,000
Buffet	114,000		121,000
Buffet (Dynamo)		146,000	
Observation	122,000		
Dining	126,000	146,000	131,000
Business	107,000	178,000	135,000
Chair	87,000	98,000	
Coaches	71,000	92,000	
Postal		110,000–60′ 77,000–40′	
Baggage	75,000	88,000	
Baggage (Dynamo)		106,000	
Baggage and Passenger	54,000		
Baggage and Mail	67,000	94,000	92,000
Tea and Silk	48,000		
Horse Express	81,000		

MISCELLANEOUS.

Sidings on Double Track at:

Visitacion, South San Francisco, Millbrae, San Mateo, San Carlos, Redwood City, Atherton, Mayfield, Mountain View and Lawrence. Cross-overs at San Francisco, 100 feet west of West Portal Tunnel No. 3, Bay Shore, Visitacion, South San Francisco, Tanforan "Y", San Bruno, Aqua, Millbrae, Easton, Burlingame, San Mateo, Belmont, Redwood City, 100 feet east of East Switch leading to Dumbarton Wye, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Lawrence, Santa Clara, College Park, San Jose.

Train Dispatching Circuit telephones at all telegraph offices and sidings between Watsonville Junction and Santa Barbara, excepting Graves and Penvir. Train Dispatching Circuit telephones also between Del Monte Junction and Pacific Grove. Dispatching phone can be used from outside of telegraph office at Gonzales, San Miguel and Edna.

Eastward Loop trains via Bay Shore will go direct to San Bruno station, after doing station work will back up to Tanforan Y on third track, which is the south track on Bay Shore Line, and proceed to San Francisco via Ocean View.

Eastward Loop trains via Ocean View will go direct to San Bruno station, after doing station work will back up to Tanforan on Ocean View line, turn and proceed to San Francisco via Bay Shore.

Extra Loop trains, unless otherwise directed, will proceed over tracks used by Loop trains between San Bruno, Tanforan and Tanforan Y only under protection, as per Rule 99.

Trains via Bay Shore must approach Tanforan Y and San Bruno under control, looking out for trains via Ocean View, crossing over or going onto eastward track.

Trains via Ocean View must be protected while crossing over or going onto eastward track at San Bruno and Tanforan Y.

Where helper engines on passenger trains are picked up at West San Jose or Santa Cruz, and are to be cut out at Glenwood in either direction, the helper shall be cut in ahead, but in event of the helper going through from Santa Cruz to West San Jose, or vice versa, the road engine shall be cut in ahead.

When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

In order that there may be no misunderstanding, whistle signals must be of uniform duration, as for example:

Station Whistle: Blast should be 5 seconds duration.

Crossing Signal: Long blasts should be of 2½ seconds duration each; short blasts, 1 second each.

Call for Station Semaphore: Each blast should be of 2 seconds duration. Answer to same, 1 second each.

Call in Flagman: Each blast should be of 5 seconds duration.

Calling Attention to Signals Displayed: Long blast, 2½ seconds, short blasts, one second each.

Particular care should be exercised to cut the blasts off sharp, and not to slur them.

When one torpedo is exploded, train will stop (see Rule 15). If no person is at hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(A) If view is obscured (by curves, fog, storm, etc.), flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(B) If track is seen to be clear or (within automatic block limits) if signals indicate "PROCEED," train may proceed, but will run under control for a distance of one-half mile before resuming full speed.

On double track lines, when a train finds a fusee burning red, train should be brought to a stop and may then proceed CAUTIOUSLY, not exceeding six (6) miles per hour, to the obstruction or until clear signal is reached, or until track is known to be clear.

At Redwood City westward trains via Dumbarton line will stop to clear sign reading "End of Dumbarton Line," same located just east of the west wye switch. Conductor will then proceed to telegraph office and check register and obtain clearance and get advice of westward extras on Coast Division; then wait five minutes before fouling Coast main track, line switches from Coast siding to Coast westward main track and spur switch (located approximately 700 feet east of passenger station). With proper protection on the Coast Division main track, train may then proceed. This arrangement is necessary to avoid blocking street crossings. Eastward Western Division trains will stop west of the first street crossing west of the passenger station. Conductor will then proceed to the telegraph office and get authority from Coast Division train dispatcher to cross over, throw switches, wait five minutes and make cross-over movement under proper protection.

When westward trains crossover to enter Bay Shore yard at the east end, must stop at signal 71, sound four blasts of whistle (call for signals). On receiving hand proceed signal from herder, move into yard under control, speed not exceeding ten miles per hour. Switches must be thrown in the following order:

A. No. 4, switch at the yard end of crossover.
B. No. 3, trailing point switch in eastward main track.
C. No. 1, switch in westward main track.
D. No. 2, facing point switch in eastward main track.

Before throwing any switches, it must be known that there is no train between signal 62 and the crossover. Also, five minutes must have elapsed from the time switch No. 4 is thrown before switch No. 2 is thrown.

Westward trains leaving Bay Shore yard will throw switches in the following order:

E. Switch No. 5, trailing point switch in westward main track.
F. Switch No. 6, trailing point switch in eastward main track.
G. Switch No. 7, facing point switch in eastward main track.

Before throwing switch No. 7 it must be seen that no eastward train is approaching. Five minutes must have elapsed from the time of throwing No. 5 to the time of throwing No. 7. In addition, after switch No. 7 is thrown, five minutes more must elapse before fouling the main track. Full protection as per Rule 99 must also be given.

At Mayfield, crossing over from Los Gatos line to westward main track, trainmen throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is facing point switch in eastward main track.

Street crossings at San Mateo and Gilroy must not be blocked to exceed 5 minutes.

Street crossings must not be blocked nor cars left standing in the street at Watsonville.

Cars must not be left standing on the streets of Redwood City. This refers particularly to the long drill track on the right of the eastward main track.

Head-lights of all engines, marker lights of trains and lights in passenger cars occupied must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree and Wright and Santa Cruz.

Engines on trains of twenty cars or over must in all cases be cut off before taking water.

In such case, or when cut off to flag to telegraph station leaving balance of train on main track, as a precaution, in addition to flagman, place one torpedo on rail 600 feet from remaining portion of train.

E. B. and A. L. Stone Company will do switching at Lapis. S. P. Co. trains going on this spur must protect.

Engines can take an emergency supply of water from stand pipe opposite section house at Neponset.

Consolidation engines must not be turned on Spreckels Junction wye.

RATING OF LOCOMOTIVES—COAST DIVISION.

In M's. of 1,000 pounds back of Tender.

Revised for June 8, 1913.

CLASS	ENGINE NUMBERS	Boiler Pressure	SAN FRANCISCO AND WATSONVILLE JCT. *SANTA MARGARITA TO WATSONVILLE JCT.	WATSONVILLE JCT. TO SANTA MARGARITA	SANTA MARGARITA TO SAN LUIS OBISPO	SAN LUIS OBISPO TO SANTA MARGARITA	SAN LUIS OBISPO AND SANTA BARBARA	
							THROUGH	LOCAL
E—69 18/24 59	1370, 1372 to 1375	150	1580	1380	.....	.....	.....	....
E—69 18/24 61	1376 to 1381	150	1560	1360	.....	.....	940	980
E—73 20/24 89	1433 to 1443	190	2315	2015	540	480	1320	1350
E—73 20/24 92	1445 to 1458							
E—62 18/26 62	1465, 1468, 1470, 1472, 1473, 1476 to 1479	160	1615	1405	405	360	935	1000
E—73 20/26 100	1526 to 1540	200	2635	2290	625	555	1500	1585
M—63 20/28 126	1615 to 1719	190	2985	2605	815	740	1765	1905
M—63 15½-26/28 144	1733, 1793	200	3295	2880	900	810	1950	2140
M—63 21/28 144	1799 to 1803	195	3460	3020	935	845	2040	2220
M—63 20/28 147	1804 to 1818	200	3105	2705	815	730	1815	1935
M—63 21/28 147	1819 to 1822	200	3460	3020	935	845	2040	2220
T—57 18/24 67	2033	140	1690	1475	440	395	990	1060
T—57 18/24 86	2134 to 2153	160	1940	1695	510	460	1135	1215
T—57 18/24 83	2154 to 2173							
T—57 18/24 87	2174 to 2183							
T—63 19/24 105	2221 to 2234	160	2005	1745	515	455	1160	1220
T—63 20/26 112	2235 to 2273	180	2680	2340	715	645	1575	1680
T—69 21/28 149	2283 to 2300	200	3275	2860	845	760	1905	2120
P—77 22/28 141	2400 to 2437	200	3185	2755	765	675	1820	2030
P—77 25/28 172-s	2453 to 2458	200	4130	3590	1015	905	2370	2500
C—57 22/30 187	2513 to 2599, 2752 to 2836	200	4115	3530	1145	1030	2420	2650
C—57 22/34 176	2620 to 2623	185	3990	3160	1140	1020	2320	2530
C—57 22/30 180	2624 to 2679	200	4135	3550	1165	1050	2440	2670
C—57 22/30 178	2680 to 2693							
C—57 22/30 184	2694 to 2751	200	4115	3530	1145	1030	2420	2650
TW—51 20-29/26 110	2945, 2948	180	2325	1800	620	540	1330	1455
TW—51 20/26 120	2933 to 2940	170	2800	....	....	....	....	....
TW—51 20/26 118	2949 to 2953							
A—84 15-25/28 110	3000 to 3009	200	2265	1965	480	420	1270	1325
A—81 20/28 105	3025 to 3071	200	2525	2190	545	480	1410	1485
Allowance for Empty and Under-Loaded Cars—Ms		Less than 40 Ms.	6	6	3	3	3	3
		40 to 50 Ms.	3	3	0	0	0	0
		More than 50 Ms.	0	0	0	0	0	0

*When Rating of Road Engine and Helpers from San Luis Obispo to Santa Margarita exceeds Rating of Road Engine from Santa Margarita to Watsonville Jct., Rating San Luis Obispo to Santa Margarita shall be used from San Luis Obispo to Watsonville Jct.

NOTE:—BOILER PRESSURE EXCEPTIONS { 1749 and 1799 carry 195 lbs.
2948 carries 170 lbs.

"SAFETY FIRST."
There is Always a "Best Way"
To do Things—Learn the
"Best Way" and Become
Efficient and Safe Employes.

MILEAGE.

MAIN LINES.

San Francisco to Santa Barbara	S. P. R. R	365.46	
End Western Div. to San Jose	C. P. Ry	.32	
End Western Div. to College Park	S. P. C. Ry	1.37	
Total Main Line			367.15

BRANCHES.

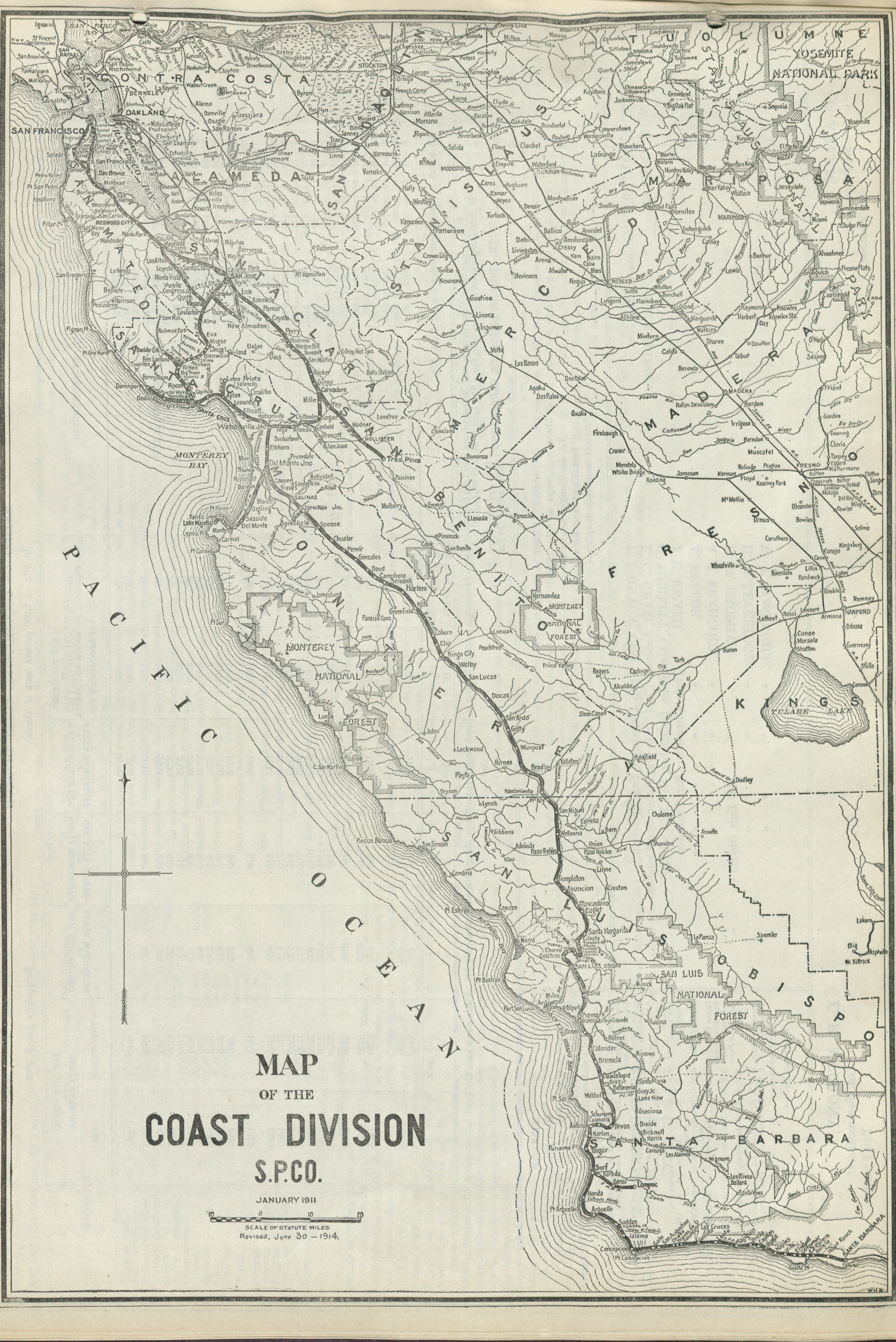
Almaden	S. P. C. Ry.	Campbell to Almaden Jct.	9.12	
Boulder Creek	S. P. C. Ry.	Felton to Boulder Creek	7.50	
College Park and Sta. Cruz	S. P. C. Ry.	College Park to Santa Cruz	34.77	
Davenport	S. P. R. R.	Santa Cruz to Davenport	11.91	
Lick	S. P. R. R.	Lick to New Almaden	7.77	
Loma Prieta	S. P. R. R.	Aptos to Loma Prieta	3.70	
Lompoc	S. P. R. R.	Surf to Lompoc	10.36	
Los Altos	S. P. R. R.	Mayfield to Vasona Jct.	16.27	
Monterey	S. P. R. R.	Del Monte Jct. to Lake Majella	19.56	
Newell Creek	S. P. C. Ry.	Newell Jct. to Newell Creek Mill	1.54	
Santa Cruz	S. P. R. R.	Watsonville Jct. to SantaCruz	20.52	
San Fran.—San Bruno	S. P. R. R.	San Francisco to San Bruno.	13.09	
South San Francisco	S. P. R. R.	Baden to San Bruno via South San Francisco	2.89	
Spreckels Spur	S. P. R. R.	Spreckels Jct. to Spreckels	2.82	
Tres Pinos	S. P. R. R.	Carnadero to Tres Pinos	18.30	
Total Branches				180.12
Total Coast Division				547.27

G. J. WALTERS, Trainmaster, San Jose.
W. H. CURRAN, " San Luis Obispo.

I. J. ONYON, Chief Train Dispatcher, San Francisco
L. C. GRAM, Assistant Chief Train Dispatcher, San Francisco.
G. MERRITT, Chief Train Dispatcher, San Luis Obispo.
J. E. EWALD, Train Dispatcher, San Francisco.
A. KELLER, " " " "
A. S. BRAINARD, " " " "
D. W. BROPHY, " " San Luis Obispo.
H. E. LEVERIDGE, " " " "
W. T. MASENGILL, " " " "

T. AHERN,
Superintendent,
San Francisco.

E. R. ANTHONY,
Asst. Superintendent,
San Francisco.



MAP
OF THE
COAST DIVISION
S.P.CO.

JANUARY 1911

SCALE OF STATUTE MILES

Revised, June 30 – 1914.

10
0
10
20
PACIFIC OCEAN
MONTEREY BAY
SAN FRANCISCO
OAKLAND
BERKELEY
STOCKTON
MODESTO
MERCED
MADERA
FRESNO
HANFORD
SAN JOSE
SANTA CRUZ
SALINAS
HOLLISTER
SAN LUIS OBISPO
SANTA BARBARA
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN JOAQUIN
STANISLAUS
TUOLUMNE
MARIPOSA
MERCED
MADERA
FRESNO
KINGS
SAN BENITO
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
YOSEMITE NATIONAL PARK
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
TULARE LAKE
W.H.B.